



DHV TESTREPORT LTF

ICARO PICA2 L

Type designation	ICARO Pica2 L
Type test reference no	DHV GS-01-2671-22
Holder of certification	ICARO paragliders - Fly & more GmbH
Manufacturer	ICARO paragliders - Fly & more GmbH
Classification	A
Winch towing	Yes
Number of seats min / max	1 / 1
Accelerator	Yes
Trimmers	No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (110KG)

Test pilots



Harald Buntz

No release

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (130KG)



Sebastian Mackrodt

No release

Inflation/take-off

A

A

Rising behaviour Smooth, easy and constant rising
Special take off technique required No

Smooth, easy and constant rising
 No

Landing

A

A

Special landing technique required No

No

Speeds in straight flight

A

A

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes
Minimum speed Less than 25 km/h

Yes
 Yes
 Less than 25 km/h

Control movement

A

A

Symmetric control pressure Increasing
Symmetric control travel Greater than 65 cm

Increasing
 Greater than 65 cm

Pitch stability exiting accelerated flight

A

A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

Dive forward less than 30°
 No

Pitch stability operating controls during accelerated flight

A

A

Collapse occurs No

No

Roll stability and damping

A

A

Oscillations Reducing

Reducing

Stability in gentle spirals

A

A

Tendency to return to straight flight Spontaneous exit

Spontaneous exit

Behaviour exiting a fully developed spiral dive

A

A

Initial response of glider (first 180°) Immediate reduction of rate of turn
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight Less than 720°, spontaneous recovery

Immediate reduction of rate of turn
 Spontaneous exit (g force decreasing, rate of turn decreasing)
 Less than 720°, spontaneous recovery

Symmetric front collapse

A

A

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used no

Rocking back less than 45°
 Spontaneous in less than 3 s
 Dive forward 0° to 30°
 Keeping course
 No
 no

Unaccelerated collapse (at least 50 % chord)	A	A
Entry Rocking back less than 45°		Rocking back less than 45°
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Change of course Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
Folding lines used no		no
Accelerated collapse (at least 50 % chord)	A	A
Entry Rocking back less than 45°		Rocking back less than 45°
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Change of course Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
Folding lines used no		no
Exiting deep stall (parachutal stall)	A	A
Deep stall achieved Yes		Yes
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Change of course Changing course less than 45°		Changing course less than 45°
Cascade occurs No		No
High angle of attack recovery	A	A
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Cascade occurs No		No
Recovery from a developed full stall	A	A
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Collapse No collapse		No collapse
Cascade occurs (other than collapses) No		No
Rocking back Less than 45°		Less than 45°
Line tension Most lines tight		Most lines tight
Small asymmetric collapse	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No (or only a small number of collapsed cells with a spontaneous re inflation)		No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs No		No
Cascade occurs No		No
Folding lines used no		no
Large asymmetric collapse	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No (or only a small number of collapsed cells with a spontaneous re inflation)		No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs No		No
Cascade occurs No		No
Folding lines used no		no
Small asymmetric collapse accelerated	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No (or only a small number of collapsed cells with a spontaneous re inflation)		No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs No		No
Cascade occurs No		No
Folding lines used no		no
Large asymmetric collapse accelerated	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No (or only a small number of collapsed cells with a spontaneous re inflation)		No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs No		No
Cascade occurs No		No
Folding lines used no		no
Directional control with a maintained asymmetric collapse	A	A
Able to keep course Yes		Yes
180° turn away from the collapsed side possible in 10 s Yes		Yes

Amount of control range between turn and stall or spin More than 50 % of the symmetric control travel More than 50 % of the symmetric control travel

Trim speed spin tendency	A	A
Spin occurs No		No
Low speed spin tendency	A	A
Spin occurs No		No
Recovery from a developed spin	A	A
Spin rotation angle after release Stops spinning in less than 90°		Stops spinning in less than 90°
Cascade occurs No		No
B-line stall	A	A
Change of course before release Changing course less than 45°		Changing course less than 45°
Behaviour before release Remains stable with straight span		Remains stable with straight span
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Cascade occurs No		No
Big ears	A	A
Entry procedure Standard technique		Standard technique
Behaviour during big ears Stable flight		Stable flight
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Big ears in accelerated flight	A	A
Entry procedure Standard technique		Standard technique
Behaviour during big ears Stable flight		Stable flight
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears Stable flight		Stable flight
Alternative means of directional control	A	A
180° turn achievable in 20 s Yes		Yes
Stall or spin occurs No		No
Any other flight procedure and/or configuration described in the user's manual		
No other flight procedure or configuration described in the user's manual		