

Comco Ikarus C42C Model Guide

The Comco Ikarus C42C is a single-engine piston light aircraft in the IKARUS C42 series. It is certified in various countries as Microlight, Ultralight, Advanced Ultralight or Light Sport Aircraft. The supplied documents give no performance or capacity figures for it. They do give a 560 kg MTOM under LTF-UL-2019, the engine options, flight limits and inspection intervals.

KEY TAKEAWAYS

- The Comco Ikarus C42C handbook for the LTF-UL-2019 standard lists an MTOM of 560 kg and a Rotax 912 iS Sport engine.
- Earlier C42 series handbooks cover the C42C with Rotax 912 UL and 912 ULS engines. Check which engine and handbook issue your aircraft has.
- The aircraft is to be flown under daytime VFR only. Any pilot must be checked out by a qualified instructor first, even holders of higher licences.
- The maintenance manual sets periodic inspections at 50 and 100 flight hours. Ask for the logbook and signed inspection sheets.

WHAT THE DOCUMENTS COVER

Handbooks cover the C42 series (C42, C42B, C42C, C42CS, and in one issue C42E). A separate German handbook covers only the C42C and C42CS to the LTF-UL-2019 build standard, with MTOM 560 kg and Rotax 912 iS Sport engine limits. Confirm which handbook matches the aircraft's serial number.

WHAT TO CHECK WHEN BUYING

Confirm registration, markings and a valid Permit to Fly or airworthiness certificate for the country of use. Ask for evidence of the 50- and 100-hour inspections and the Rotax engine servicing. Check the exhaust, fuel pump, cooling system and nose gear. Nose gear parts differ for aircraft built before 2003 and from 2003 on.

MODIFICATIONS AND INSURANCE

The handbook prohibits changes to the control system, structure, wings and engine. Such changes would invalidate the airworthiness certificate or permit to fly, and insurance would become null and void. Verify that the aircraft is unmodified and that all equipment matches the approved equipment list.

SAFETY NOTES

- The engines are not certified aviation engines. Always keep an emergency landing field in sight on cross-country flights.
- The aircraft has low inertia and is susceptible to turbulence and wind gradient. Get a checkout with a qualified instructor.
- Smoking is prohibited on board for fire safety reasons.