

Comco Ikarus C42B Model Guide

The Comco Ikarus C42B is a piston-engine ultralight (model no. C42 B) built to the LTF-UL-2019 standard. The Comco Ikarus C42B manual lists an MTOW of 540 kg and Rotax 912 UL, 912 ULS and 914 ULS engines. It is flown day VFR only. This guide draws on the pilot's handbook, maintenance papers and service bulletins.

KEY TAKEAWAYS

- Handbook MTOW is 540 kg (LTF-UL-2019 edition). All handbook values and speeds refer to MTOW, and speeds are IAS.
- Engines covered: Rotax 912 UL, 912 ULS and 914 ULS, with many approved 3-blade propeller options.
- Day VFR only. Fly it only if you hold the right licence and the aircraft has a valid permit to fly.
- Check the A-pillar service bulletin first on any early C42B (serial up to 1503-7383).

WHAT TO CHECK BEFORE BUYING: A-PILLAR

Mandatory bulletin SB-42-022-2019 Rev. 1 covers C42B up to serial 1503-7383 where the A-pillar passes through the fuselage tube. Cracks can hide inside the outer sleeve. Inspect with an endoscope. Aircraft with damage history need it immediately. Undamaged aircraft over 2000 airframe hours need it within 10 hours. Repeat every 300 hours. Late C42Bs with the pillar ending above the tube are not affected.

MAINTENANCE AND SERVICE HISTORY

The maintenance programme example lists airframe checks every 50 and 100 hours, engine checks at 200, 600 and 1000 hours, and an annual check. Fuel hoses are replaced at 200 hours or 2 years. The maintenance manual checks engine mount, nose gear, fuel system, exhaust and propeller. Ask for logbook proof of these and of the service bulletins.

SERVICE BULLETIN HISTORY TO VERIFY

The service bulletin index lists items to confirm as done: elevator horn cracking, stub axle cracking, a cockpit carbon monoxide detector, exhaust inspection around the heater jacket, wing root rib weld cracks, wing leading edge spar and engine mount cracks. The index marks the wing root rib weld and engine mount crack bulletins as recurring checks.

WEIGHT & BALANCE

Max Takeoff Weight Kg	540
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SAFETY NOTES

- Handbook: UL engines are not certified aircraft engines. Always plan the route so you can land safely after an engine failure.
- If the A-pillar inspection finds cracks, the aircraft must not be flown until the pillar is replaced.
- Changes to controls, airframe, wings or the engine and silencer are forbidden. They void the airworthiness certificate and insurance.