



## Ikarus C42 Tug - Facts and Figures

- Factory built in Germany and available in around 8-10 weeks from a UK based CAA - BCAR A8-1 approved company which allows a C42 to be supplied **completely ready to fly**. This approval also allows a C42 to be used for paid aerial work including flight training, trial lessons and hire to gliding club members, none of which are possible with amateur/kit built aircraft –Additional revenue stream possibilities for gliding clubs and benefits for members, yet still retaining all the permit to fly advantages with simple, low cost servicing and annual renewals – No need for EASA approved maintenance organisations.
- The C42 is the only aircraft of its type to be equipped with a BRS rescue system fitted as standard, giving an added safety benefit in the often crowded skies around gliding airfields. The C42 can also be offered with integrated Flarm /ADS-B equipment and glass cockpit system with a rear view camera
- Very well proven with more than 125 in use as tugs around Europe particularly in the Alps with big wing, ballasted competition gliders. Easily Europe's most popular Rotax engine glider tug plane due to its fuel efficient & quiet operation giving very low costs per tow and happy airfield neighbours
- A total of 1400 C42 aircraft have been made to date, with over 190 in the UK which gives a good backup service with most spares in stock in the UK for next day delivery. Very high aircraft serviceability with few, if any, days lost waiting for spares and repairs/maintenance.
- Cowl flap combined with water/oil heat exchanger in place of air oil cooler, purpose designed for tug work to maintain constant and linked cylinder head and oil temperatures, eliminates engine shock cooling and/or thermo cycle problems even during high duty towing operations with very rapid descents and quick turnarounds - Unique to C42 tug aircraft
- Near unbreakable anti-rebound hydro-pneumatic undercarriage – Very well proven as Europe's most popular training aircraft, mostly on rough grass strip type airfields.
- High crosswind limits and impeccable low speed handling characteristics with separate flaps and ailerons and powerful rudder enables flying on days that would ground other aircraft.





# C42 Specifications

<i>PERFORMANCE</i>	<i>'A' Model Rotax 912 (80hp)</i>	<i>'A' Model Rotax 912S (100hp)</i>	<i>'Bravo' Rotax 912 (80hp)</i>	<i>'Bravo' Rotax 912S (100hp)</i>
Rotation Speed	40kts	40kts	40kts	40kts
Climb Speed (clean)	62kts	68kts	62kts	68kts
Cruise Speed (economical)	82kts	82kts	86kts	86kts
Cruise Speed (mid range)	86kts	90kts	86kts	92kts
Max Level Speed	105kts	108kts	107kts	110kts
Approach Speed	52-60kts	52-60kts	52-60kts	52-60kts
Max Speed in Turbulence	82kts	82kts	82kts	82kts
Max Speed Vne	121kts	121kts	121kts	121kts
Stall (No Flap)	42kts	42kts	42kts	42kts
Stall (Full flap)	32kts	32kts	32kts	32kts
Climb Rate at Max take off weight	850 ft / min	1050 ft /min	900 ft / min	1100 ft /min
Take off Distance at Max take off weight	100m	80m	100m	80m
Landing Distance	150m	150m	150m	150m
Range (65 L) + 20 min res in still air.	375nm	375nm	400nm	400nm
Range Aux (130L) + 30 min res.	780nm	780nm	800nm	800nm
Glide Ratio	11:1	11:1	11:1	11:1
<i>WEIGHTS</i>				
Max Empty Weight A Model	268kg	265.5kg	-	-
Max Empty Weight 'Bravo' or 'A' Model Fitted with BRS System	290.5kg	288kg	290.5kg	288kg
M.A.U.W. (UK) Microlight	450kg	450kg	472.5kg	472.5kg
M.A.U.W. (UK) Microlight with BRS	472.5kg	472.5kg	472.5kg	472.5kg
M.A.U.W. (UK) VLA	473.0kg	473.0kg	-	-
M.A.U.W. (US) C42E		-	540kg	540kg
<i>DIMENSIONS</i>	<i>'A' Model</i>		<i>'Bravo'</i>	
Length	6.25m / 20' 6"		6.4m /20' 11"	
Wing Span	9.45m / 31'		9.45m / 31'	
Cockpit Width	1.22m / 48"		1.22m / 48"	

