

INCIDENT

Aircraft Type and Registration:	Ikarus C42 FB UK, G-ILRS	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2002	
Date & Time (UTC):	5 October 2013 at 1115 hrs	
Location:	East Fortune Airfield, East Lothian	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to left and right wing, and right flap	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	65 hours (of which 25 were on type) Last 90 days - 8 hours Last 28 days - 0.5 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

G-ILRS was fitted with a wing-fold mechanism that allowed the wings to be folded back and stowed parallel to the fuselage.

On the day of the accident the pilot reported that he removed the aircraft from its trailer and unfolded the wings with the assistance of another pilot. The pre-flight and start-up checks were uneventful but, approximately 50 feet into the takeoff run, the right wing started to rotate upwards about the fuselage. The pilot immediately abandoned the takeoff.

The cause of the wing rotating upwards was the incorrect fitting of the wing strut lower attachment bolt (Figure 1), which had only passed through the fuselage mounting bracket and not through the strut.



Figure 1

Ikarus C42

The pilot had owned the aircraft for six months during which he had unfolded the wings on approximately six occasions. He said that he rigged the aircraft in

accordance with the C42 Owners Manual. His normal procedure was to ask an assistant to hold the wingtip while he bolted the lower end of the wing strut to the fuselage. He would then check that the wing was

correctly attached by lifting the wingtip. On this occasion he believed that the pilot assisting him had carried out this last check and, therefore, did not feel that it was necessary for him to repeat the check.