

Accident

Aircraft Type and Registration:	Ikarus C42 FB80, G-CGNI	
No & Type of Engines:	1 Rotax 912 piston engine	
Year of Manufacture:	2010 (Serial no: 1005-7108)	
Date & Time (UTC):	9 May 2025 at 1240 hrs	
Location:	Yatesbury Airfield, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Wing and airframe damage	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	6,103 hours (of which 5,500 were on type) Last 90 days - 64 hours Last 28 days - 28 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries made by the AAIB	

As the aircraft accelerated for takeoff, the pilot realised that the right wing was lifting about its two upper attachment points. He stopped on the runway and the aircraft sustained structural damage caused by the movement of the wing.

This would have been the first flight after the right wing was refitted following repair. Examination found that although the wing lower strut attachment pin was engaged through the aircraft attachment, the wing strut fitting had not been engaged correctly, and the pin did not pass through it. This meant that the inboard end of the lower strut was not attached to the aircraft fuselage. As the aircraft accelerated and the wing started to produce lift, it was able to rotate about the upper attachments.

The wing rigging procedure in the aircraft maintenance manual includes a final check to '*lift the wing at the wing tip to ensure proper attachment...*'. The pilot said he was familiar with the installation and reported that the wing was fitted at the end of a long day. He believed it was correctly attached but did not recall attempting to lift the wingtip to ensure it was secure.

A British Microlight Aircraft Association (BMAA) Inspector had been asked to check a minor sail / fabric patch repair, which was duly done, but this did not include checking the rigging, as the wing was already installed on the airframe.

The AAIB reported on a similar occurrence in 2013¹ where the wing of another Ikarus C42 lifted during the takeoff roll and the pilot stopped before the aircraft became airborne. If either aircraft had continued and become airborne, it is likely that a serious accident would have occurred.

Safety Considerations

The UK type-approval holder considers the design and installation instructions to be adequate.

The LAA published an article entitled ‘C42 Mis-rigging’ in the October 2025 edition of their Light Aviation magazine.

The BMAA plan to highlight the issue in a direct communication to C42 aircraft owners.

Footnote

¹ AAIB correspondence report <https://www.gov.uk/aaib-reports/ikarus-c42-fb-uk-g-ilrs-5-october-2013> [accessed December 2025].