



Home of the EuroFOX and Breezer

Welcome to Edition Number 29, Mar 2017

The new season is almost here...

As always, winter seems to have lasted forever, but the daffs are starting to come out, so dust off your gear and get some flying trips planned. With over 90 EuroFOX aircraft now sold into the UK since 2011, our fleet is growing and being seen at more and more airfields. We are aware of a few international trips planned by some EuroFOX owners this year, please keep us updated with your news and photos (use the forum to discuss topics and adventures with other owners).



As in previous years, 2017 will be one of development and progress for EuroFOX and Ascent Industries. A number of new projects will come to fruition, 4 wing tank mod giving 160 litre fuel capacity, the 120HP engine for glider tugs, 912iS Sport in RTF microlights, a VP prop installation, autopilot systems and IFR equipped aircraft — although as the LAA rules stand, anything with a Rotax engine in the LAA fleet, due to low wing loadings, will not be cleared for IFR. This may change however and some owners are preparing for 3-5 years time. Perhaps the talk of an increase in the microlight weight to between 500-600 kgs will come off? I am not convinced all European countries can agree, but if there is an increase, then Ascent industries are well placed to supply factory built ready to fly factory built microlights up to 600 kgs in the shape of a EuroFOX and Breezer. That will be something indeed, and long overdue in our view.

Photo above show how we transport the Breezer to indoor shows, which reminds me, come and see us at Popham trade show at the end of April and see our 912iS RTF microlight, Breezer and LAA tail dragger

First UK 912iS factory built microlight approved and flying — and 120HP

G CJOL is a nose wheel 450 kg 912iS Sport EuroFOX, the first to be approved by the BMAA/CAA as a RTF aircraft, built by Ascent Industries. We believe this engine variant will become more and more popular as it brings proven modern fuel injected technology and economy that we all take for granted in our cars, to the world of aviation. We have more RTF 912iS orders to deliver.

In addition, the new joint development between Rotax/CFS and Ascent to provide an upgraded 912iS engine specifically for EuroFOX glider tugs is well under way. Bench testing so far has shown over 115hp available at a max continuous RPM, 120 hp is the target. We hope to have the engine fitted to our tug demonstrator by mid summer, thank you to those clubs that have already pre-ordered their aircraft.



Lukesfield busy times, new 912iS start relay, cabin heat

The year started in hectic fashion with some maintenance work coming to the factory in addition to the regular new builds RTF microlights. As the 912iS is becoming more popular (EuroFOX have around 24 out of the approx. 30 in the country), we have developed a lovely starter relay. This makes starting with a push button very simple, like your new car in fact. This timed starter relay is unique to the EuroFOX and approved by Rotax/CFS. We also have a new heat exchanger design to improve the cabin heat system, suitable for all engines and cowling designs and retrofitable.





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Delay to UK approval of the Breezer microlight

Frustrating but not surprising. It's the reason so few new aircraft types try to obtain approval as a RTF microlight in the UK. In the case of the Breezer, it's a 600kg aircraft which anyone could buy in the UK (under an EASA permit system), in Europe or elsewhere in the world since 1999. Therefore to have the near identical aircraft approved at a lower operational weight of 472.5 kgs should be straight forward, simple and easy. Unfortunately not with BCAR section S. The testing and build requirements are different to other approval systems used in the UK for 600 kg kits, or 600kg EASA. We have presented the German Breezer factory and engineers with around 50 new tests, some large, some small. Our European friends must find it incomprehensible, which of course it is, but that's the way the UK is I am afraid. Credit to Breezer Germany, who have not wavered in their desire to complete the most difficult of projects, approval in the UK with BCAR section S.

On the plus side, we have completed 3 days of CAA flight testing (more tests the Germans haven't seen before), a noise test, factory approval (Ascent) and all the manuals and supporting documentation is in place. We just need to prove that the Breezer is safe operating at 125 kgs less than it has been doing for the last 18 years. Hopefully by the Popham trade show at the end of April, approval will be immanent.



Breezer at the annual Ixale flyin at Finmere, Oxon. Camping in -6.9 C, great fun

Finance, Pilot Mag and Videos

We have teamed up with a private banking finance company who specialises in the financing of high value goods (boats, aircraft etc). Finance can be obtained over a given period with low deposit using the aircraft as the guarantee (not your house or business). Ideal for training schools or syndicates as the aircraft monthly income should more than cover the finance over 3-5 years. Contact us for details.

The popular Pilot Magazine has prepared a fantastic 8 page article on the Breezer, Dave Unwin at his best. Should be in the next edition, get your copy. Finally, we continue to update the EuroFOX and Breezer websites with new videos, check them out and also the EuroFOX forum.

Delivered, sold or finished

There is no sign of a weakening in the demand for a EuroFOX, we have sold 5 since the last newsletter, including deposits for the new 120hp EuroFOX tug, 912iS RTF micros, and LAA tail draggers, making the lead time now about 12 months. The Breezer is also generating much interest, just need approval! In 2017 4 EuroFOX have arrive at Lukesfield, 3 RTF microlights and an LAA kit. All but one microlight finished and flying. Welcome Dennis Hall, Graham Postans and Chris Theakstone.



Eurofox G-OYGC

The photo above shows the lovely finished example from the York Gliding centre, a 912iS tail dragger tug, well done Rick and the build team at Rufforth. Due to personal reasons, Jason Shaw sold his very low hour tail dragger to Sam Dorman in Scotland. Jason flew it one cold sunny day in Feb from Glos to Edinburgh in one 3.5 hr flight.... Our old demonstrator G CIUG sold to Jim Clewer and Joe Thomas, we welcome you both to the EuroFOX club.

Please send any contributions or suggestions to Roger, Adrian or Steve, many thanks.