

Welcome to Edition Number 22, Dec 2015

Onward and upward!

Welcome to the last newsletter for 2015, all of us at EuroFOX Aviation wish you all a Merry Christmas and a prosperous New Year. The recent weather has been fairly grim, we hope some of you have been able to get airborne. As I write, we have four EuroFOX aircraft waiting for first flights and test schedules, with another two due to receive their permit to test in January.

The EuroFOX Aviation factory at Luke's Field in Kent is all finished except the suspended ceiling, which should be completed by the year end. We received a visit and audit from the CAA regarding our A1-8 company and type approval during November, and very positive it was too (photo right). Eleven people in total, CAA, BMAA, consultants and EuroFOX, the meeting finished with the usual "to do" list which we are working through now. We were told that the "Company" approval could come perhaps before the year end, Type (Section S) approval targeted by end February. Of course we already have section S approval, but we need to tidy it up for acceptance for factory built EuroFOX examples. CAA granted us approval to start the first factory built aircraft, G CIUG is underway! Thanks to everyone for their help in this huge project, especially Steve.....



CAA Audit at Luke's Field, taking lunch at the far end

New cowlings for the EuroFOX?

Aeropro want to standardise the cowlings for the EuroFOX, and therefore we have gained LAA approval to use the later "912iS" cowlings on aircraft with the 912UL/ULS. BMAA approval is in progress, with Steve's blue and yellow aircraft being the first of type. The new cowlings and other savings made allow the 100Hp 912ULS engine in a microlight **without**

the need for a parachute.

New cowlings use a single Rotax coolant radiator as opposed to the twin radiators on the original EuroFOX design.



At the Flyer live show

EuroFOX Newsletter



Options—Covers and Lithium battery

Just a reminder that we are just about to receive a batch of the quality touring covers from the USA. We have sold our existing stock so need to replenish. These covers are great and made to measure for the EuroFOX, complete with EuroFOX logos and a carry bag. At just under 2 kilos, they are a good investment to maintain your aircraft at home and while traveling.



Lithium battery modification/upgrade. We have been working with the BMAA and LAA to approve a Lithium battery from the USA, EarthX is the brand. We have had one fitted to our aircraft for almost a year and had to convince the BMAA and the LAA re compliance with the internal battery structure , design and compatibility for aircraft use. The battery is now approved as a modification with some minor rewiring required, these batteries are less than 1 kilo and produce considerably more cranking power (winter is coming) than our standard lead acid batteries, they also fit neatly into the existing EuroFOX battery holder. For EuroFOX customers I am selling them at cost, £165 plus VAT which includes a required 30A pullable circuit breaker. As part of a worldwide agreement with Rotax, you may have noticed CFS now promoting the same EarthX brand. They were approved as a distributor a couple of months ago after we had completed all the hard approval work in the UK! We can still buy directly for EuroFOX, so that's fine. www.earthxmotorsports.com

Strike plates

Steve at the factory has ordered some stainless strike plates for the rear latch on the door, they stop the locking bolt taking the paint off the door surround. Let him know if you'd like to order a pair

Fuel pipe routing under the seat pan. During the fuel flow tests for builder Adrian Whitmarsh's aircraft, he couldn't work out why the fuel pressure dropped when seated in the aircraft. It transpired the fuel pipe was routed over one of the bracing struts under the seat pan and when seated, the fuel pipe was squashed! The build manual page 40 has been updated advising of this potential miss-routing.

Oaksey Facility and training on syndicate owned kit built permit aircraft

Following some negotiation, and the permanent residency of Jason Shaw in the EuroFOX Oaksey facility, we will be staying for another year at least. All spares stock has been transferred to Luke's Field which will be our main HQ for servicing, permits, repairs, spares, etc. News just announced is that the CAA have approved syndicate owned, kit built aircraft can now be used for ab initio pilot training. BIG news for microlight or "Group A" training schools, get your PPL EuroFOX "group A" LSA aircraft.

Delivered or finished

Kits delivered since the last newsletter have been a 912iS tail dragger tug for Adrian Hegner at Booker, 100HP microlight for Steve Williams and Chris Waldren, an 80HP for Jon Andrews Just flown for the first time has been Jason Shaw's 100 HP tail dragger, and very nice it was too. Richard Evans (912iS), Nick Heywood (912UL), Adrian Whitmarsh (912UL) and Yorkshire Gliding Club (912iS) all await first flights.



Jason and Rene Shaw's airborne for the first time

Merry Christmas.

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