



Welcome to Edition Number 19, June 2015

No turning back now....

Perhaps you have already seen our press release, but after long deliberation, and finally convincing ourselves that working towards a ready to fly EuroFOX microlight for the UK market made sense, we pushed the GO GO GO button and have started the process to obtain A8-1 approval. When you commit time and resources to a project like this, it is more a decision of the heart rather than a black and white commercial decision. After all there is a reason why so few people or organizations have tried it over the years, because its difficult with the total financial cost unknown until the end.

We would not have been able to send our significant application cheques to the CAA had it not been for Steve Williams and his offer to partner us in this venture from his excellent site near Headcorn. Steve is converting and extending his existing hanger to form a modern and first class aircraft facility. The runway is 350 meters with good approaches and there will be 4 EuroFOX's based there in addition to the factory, office and stock premises along with a kitchen, reception and shower room—all taking shape right now. Our thanks go to Steve and his team for providing the support and commitment that convinced us that this is the right thing to do.

Aeropro have agreed to supply us the advanced kit just as we do now, but complete the final assembly in Kent, so Steve will be the factory builder, and if any of you have see his first build G CIFA, you will know that his quality standards at least match those of Aeropro.

Of course we will still offer microlight kits as well as LAA 560 kg kits, in fact only microlights can be build as a finished aircraft under the CAA A8-1 permit system in the UK, everything else just has to be a kit, the EuroFOX happens to be the faster 51% advanced kit.

So how long will A8-1 approval take? The CAA said it should take 6 months, but a lot depends on the quality and quantity of the information we supply in our exposition to the CAA. We have engaged Paul Welsh, well recognized by the CAA, to lead us along the right path. The BMAA will also play a vital role as will Aeropro. Our aim is that with a waiting list of 8-9 months as we go to press today, that approval will be in place by then, so this is why we are willing to take pre orders for RTF microlights now. Wish us luck, I feel we may need it.... Apologies for all the text and no photos!

2015 EuroFOX Flyin

All is in place now for the 2nd annual EuroFOX flyin at Oaksey Park. The date is 4th July at Oaksey Park, its just a one day event. We had around 15 EuroFOX and a number of friends along last year, with more EuroFOX aircraft flying now, we hope well attract a few more. we have extended the invitation to the Luscombe owners club as they also have a flyin at Oaksey during the year, but have not organized one in the previous couple of years. We plan a BBQ, best landing award, maybe even some spot or engine off landings. Hope you can make it. 132.225



EuroFOX at Popham and AeroExpo trade shows

May is always a busy month for us with 2 trade shows in quick succession. Unfortunately, both shows suffered from less than ideal weather, however this didn't stop us flying, 17 kts gusting more xwind! Our 914 Turbo aerotowed the aerobatic fx Glider during the Sywell displays, and also to 3000 ft for the dusk pyrotechnics show, its quite something to view this show from the air in the tug. We were pleased to see so many customers come along to the stand and as usual, we had a lot of interest from prospective new EuroFOX owners, demo flights have resulted. The order book under pressure....

Where have you been?

Nick McLeod visited Belfast and the Titanic museum with his young son and their tailwheel EuroFOX from his strip next to his house near Aberdeen. It's the only way to travel he says...couldn't agree more!

Our ex demonstrator G ETUG ventured out from its base at the Northumbria gliding club, to retrieve one of its gliders that landed out at Sutton Bank, see below left. Certainly a low cost retrieve... Ken Watt took a photo on his travels with his EuroFOX parked between 2 old timers, not sure where he was, but he asks which one looks best? Chris Sperring made his first "away" landing at Rosserrow in Cornwall in his newly built EuroFOX G CIMS. Below right G CILA, G CIFA and G CIMS at Bolt Head Devon



London Marathon

Roger completed the London Marathon and with the generous support of many EuroFOX owners, managed to raise over £4200 for the cancer charity "Heads Up". A video of the event taken on his iPhone can be seen on his blog [Rogers Blog](#) A huge thanks to everyone who donated.

Delivered or finished

John Down finished his 912iS tail dragger, we have completed the test schedule and he has his full permit now, well done John. Pete Stretton 912UL, and Paul Walton 912UL have finished their builds and await the paperwork for first test flights, well done guys, we are looking forward to flying the schedules. Dave Fairbrass with his a tail dragger is on his snagging list and will be completed very soon, then he just needs to learn the art of taildragging. We delivered two 912iS tail draggers, one to Alex Paterson (www.afors.com) in Scotland and one to the Yorkshire gliding club, we wish you an enjoyable build. Please check our website for some interesting videos uploaded in the last few weeks, - a 200 metre, uphill, over the tress short strip landing..... and also the fx glider performing rolls on tow at Sywell..

<https://www.youtube.com/watch?v=SkIwS9e2cw4&feature=youtu.be> Rolling on tow

<https://www.youtube.com/watch?v=wF7H7nlfJ-I> A very short strip

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