



Welcome to Edition Number 34, Feb 18

Winter is almost behind us!

Hello Everyone

What a long, wet and windy winter it seems to have been. Certainly at our CAA approved factory base in Kent there has been more rain than seen in many years. It makes moving aircraft around and the company trailers around more and more difficult. Anyway, not long now until the clocks go forward to those longer days and flying fun.

View from the Volvo—On the way up to pass the Glenshee Ski resort with trailer and EuroFOX Taildragger on tow...



Talking of trailers, ours have been very busy since the last newsletter. Our main trailer has been to northern Germany twice on Breezer duty and Scotland twice as well. One Scottish trip was close to Aberdeen to deliver an LAA kit, the scenic route over Glenshee was chosen as seen in the photo left. Looks very nice, but with a mammoth aircraft trailer behind you, going up and past the ski lifts and down again was most interesting. The look on some of the skiers faces said it all “what the flip you doing up here?” was probably what they said. One that will last long in the memory. The other Scottish trip was eventful as well as expensive, the VOSA people in Lanarkshire being very motivated to do their job well....

Breezer Microlight Approval gained

It seems as if this topic has appeared in almost all the recent newsletters... Anyway, following many audits and almost 2 years work, in January we finally gained approval for Ascent Industries to build the Breezer M400 microlight. Mike Landry our CAA surveyor hand over the approval in person.

Following this, our red demonstrator G CJGP was delivered to it's new owner Brian Keane in Dorset, welcome Brian. Work to finish the second one G CKVX is almost complete.



Kabby—short field and tug extraordinaire — New videos

G CKAB (Kabby), our new 120hp fuel injected demonstrator tug, received its permit just before Christmas, maybe some of you have seen the article in the LAA magazine. The aircraft is generating an enormous amount of interest and Pilot magazine will short evaluate its performance relative to our existing tug fleet. It can be confidently said that the power and ability of kabby to aerotow is fantastic. Also, its short field performance with no glider attached is stunning. Often you hear of “special” aircraft designed for STOL purposes, which is fine. However, many times these aircraft are almost “one trick ponies” and the resultant climb and cruise performance is poor. Kabby solves this problem as it is set with fine pitch prop for aerotowing. We are sure that it could be one of the shortest take off aircraft in the country, yet with a respectable cruise speed (90 kts) at 14 litres and upto 2000 ft/min climb. Check out our website and facebook (EuroFOX 120) for videos of kabby aerotowing and short field operations. Kabby ready for next ride !!!!





Good luck Chris from all of us at EuroFOX.

G GBNZ waits its permit to test. Resplendent in its Empire Test Pilot School fleet colours, it is a 4 wing tank, 15 hour endurance, 912iS aircraft due this year to fly from GB to NZ as the reg suggests. Non stop trials from Kent to Cornwall to Scotland and back are planned. Check out and support/follow Sqn Ldr Chris Pote and his website —www.gb-nz.com. The 13,000 miles will be flown at 100 mph, powered by 100 hp, celebrating 100 years of the RAF and visiting 28 locations, all bar 2 of which have significant RAF connections. We believe the adventure will have a series of features in the Flyer magazine in 2018.

Delivered, sold or finished

We have finished Richard Birds nose wheel microlight (below left) and delivered Steve Kenyon Roberts tail dragger kit. G CJGP has left us, Breezer UL142 should fly in March. G WINO (below right) was sold to Mike Spiers. Mike Skinner and Phil Knowles are due their factory built microlights in March/April, and GS Aviation has started work on their LAA 560 kg nose wheel aircraft which will be used for NPPL SEP and LAPL training (upgrades from microlight licenses) on at Clench Common, Wiltshire.



Trim Cable

You may be aware of the SB issued on fraying of the trim tab cable (mostly high usage tugs). It's an accurate job with extreme care to replace the cable. Keep an eye on your trim cable and seek advise if you see any fraying. New cable guide thimbles on new aircraft that should eliminate the problem.



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