

**Dear All**, I have written to all of the Tug Masters who have bought a EuroFox Tug – their responses are pasted below. I invite you to draw your own conclusions – my opinions have not changed, I still support the proposal.

I have also invited the Talgarth Tug Master to bring his EuroFox over soon, and he has generously agreed. I will put him up at my place, hopefully we can get some good empirical data during his visit, which I intend to be over a decent weekend.

I wasn't going to comment at all, but would point out that the HGC are launching a Duo Discus from firm grass, which I think is pretty impressive. True, it doesn't work when the grass is soft, but then we only ever launch from our long, tarmac runway.

**Dave Unwin**  
**Tug Master BGC**

**Hi Dave**

Hopefully I can help out with our experience at the Highland Gliding Club. Please see below a response I sent to the East Sussex gliding club.

We have over 1 years worth of experience with our nosewheel 100 HP Eurofox so have lots of good experience with her now. Prior to having the Eurofox, we had a 180hp Supermonk which is not dissimilar in performance to a Supercub.

Our airfield is a grass strip prone to getting soggy, especially at this time of year. It is about 1000 yards long and our most used take off direction has a 50' embankment with fence on top and 70' trees just beyond that as well which we have to clear.

We are a wave site and frequently have to fly in very turbulent conditions in order to get into the best lift. I have personally landed and taxied in winds up to 30 knots without any difficulties at all.

Our experience has been very positive. It launches everything we have on site in all conditions with one caveat. The Duo Discus is the only machine that will not take off if the ground is too soggy. By soggy, I mean you will throw mud up over the top of the wing of the glider. If the ground is firm, it launches the Duo no problem and we have been doing so all winter so far. The Eurofox itself does not even notice soft ground, it is the glider that sinks in and slows the combination down. Only the Duo is affected though, our Twin II Acro and K21 are launched without difficulty.

Performance is very similar to the Chipmunk. Single seaters get a better rate of climb, two seaters about the same. The initial part of the ground run is slightly slower initially but the overall take off run has proved to be about the same. We also have to drag gliders uphill to get off the ground which she copes with no problem. The really big advantage is the ability to immediately close the throttle when the glider releases and descend very quickly. This is thanks to the water cooled engine. It has clearly made a saving to our members of about 30% and that is with an allowance built in for maintenance and running costs. The figures quoted by Roger Cornwell and Adrian are accurate although the turbo engine might be a bit thirstier if you go for that option.

The aircraft has held up well to our use. We have clocked up hundreds of tows now and she is showing no real sign of wear or significant problems. We just completed a 400 hour inspection with no significant problems. The prop still looks like new without blemish on it which, given the plastic nature of it amazes me but it really is still in perfect condition!

Do take care to fit the correct weak link. It is a green 300kg tost link if you use that type. It is weaker than you are used to on traditional tugs but holds up in turbulent conditions no problem. We have not yet had a genuine failure due to turbulence alone despite having to tow through rotor frequently.

She is a delight to fly and has coped with all the conditions that the Chipmunk coped with. Our tuggies all take her up just for the pleasure of it. The take off solo is more than impressive, it is awesome!

There has been no real downside for us. The Duo is the only real issue when the ground is very soft but that is the only one and the only time. In the same conditions, it still launches our Acro Twin II and K21 no problem.

You will have seen we had a minor issue with the tow release mechanism. This was to do with the guide tube that the cable goes through and turned out to be a manufacturing error on the demonstrator only so not something that you will see any issue with. Roger and Adrian were extremely responsive when we highlighted the issue and we only lost the use of the aircraft for one weekend. My experience with Roger in particular has been very positive which is why I am always so willing to help him out by responding to requests like yours.

We love her! You will love yours too if you go for that option. We definitely have no regrets and our members have the cheapest aerotows in the country. I hope this helps in your decision making.

Best regards

**Robert Tait**  
**Chairman**  
**Highland Gliding Club**

### **Hi Dave**

The Build - Great fun starting with the Nitra visit that was invaluable, and a very good insight to the design of the airframe and how it all goes together. I also did a Rotax course at Turweston which was also very useful, and dispelled the Rotax myths that still abound among the inevitable 'nay-sayers'. The Aeropro factory, EuroFox UK and the LAA were hugely supportive. The door assembly has challenged most of us, but if you stick to the build manual (which is being continuously updated and improved) the outcome is most satisfactory.

Shakedown and Test Flying - No snags that were a real problem. Again the LAA test schedule and their supporting publications were a big help. I went back to basics (most of my testing experience is military fast-jet) and planned each flight carefully, sticking to the plan when flying without 'experimenting' with other aspects during the first couple of sorties. After that I allowed myself a bit more flexibility once I was confident that the aircraft was sound. The only problem encountered was an increasing amount of 'stiction' in the elevator control circuit (as the weather got colder); we sorted this at the 25 hour check while the aircraft was back in the workshop.

Tug Pilot Conversion - Once permitted (ours was a little protracted because of some addition proving of the cable retract system) we converted 10 tug pilots quite quickly and started towing straight away. Conversion is straight forward, and consists of convincing

Pawnee pilots that you can fly the EuroFox with 'fingers and thumbs' rather the 'gorilla techniques' required in some of our conditions at Sutton Bank. EuroFox is much easier to fly in turbulence than either the Cub or the Pawnee, and sensible application of normal wind limits for the site has presented no ground or airborne handling difficulties.

Aerotowing - The EuroFox does 'exactly what it says on the tin'. Integrating the aircraft into our fleet has been successfully accomplished despite the extremely wet winter. The tail wheel, mid-size tundra tyres, retract winch combination has actually been a God-send when towing the Club 2-seaters (DG 1000, DG 500, K21), off a very soft, wet airfield. Aerotowing is completely normal once the glider pilots get used to getting airborne after the tug, and the tug pilots have perfected their airborne (a few feet off the ground) level acceleration to climb speed technique.

EuroFox towing performance is only slightly less than the 180 hp Super Cub, and better than a Supermunk. Water cooled Rotax cylinder heads enable very quick descent profiles, and our turn round times are now quicker than those using Lycoming tugs (that shock cool if handled carelessly). High tows do not present a problem, and I recorded a rate of climb of +300 feet per minute at 5000 feet asl with a 20 meter, 600 kg DG 1000 on the back during an early trial of the demonstrator aircraft (and they left the gear down during the tow!).

Problems - Nothing serious to report. Most of the snags encountered have been of our own making, and none have been a huge worry. Suffice to say that any difficulties during the build, permit flying, pilot conversion and normal ops have been fully resolved with the outstanding help of EuroFox UK and the LAA.

We want to build a second one!

**Richard Cole**  
**YGC Flying Director**

**Hi Dave**

EuroFox Tug First Thoughts I'll try and keep this relatively brief. Well She's Yellow!!

A lovely and comfortable office, if a little smaller than we are used to, but she still has that "new car" smell and feel about her. Please guys can we all try and keep it that way?

Despite being so dainty, this plane feels and handles like something much larger.

The flying controls are very light, but extremely powerful. Visibility, for a high-winged plane is pretty good, in cruising flight at 80 Kts, the view over the nose is great, and having those large transparent doors means you can see all around with little difficulty.

Being light she is affected by the slightest bobble in the air, but that is readily managed with the powerful controls, however a level of finesse is required.

Towing with our regular single seat gliders (Junior, Libelle, LS8) off the grass runway proved to be quite straight forward and the climb rate comparable to our familiar tug aircraft. The Acro, Duo and JS1 (watered up), need to be launched from the Tarmac

runway, until the grass can be cut properly, and if you are sat in either of the 2 seaters, then be prepared to be on tow for a little longer.

Overall, based only on 2 days of towing with the plane, with no real complications other than the brisk crosswind and associated low level turbulence, I think the clubs decision to change to a relatively unproven and new tug was absolutely the right one.

I look forward to seeing you all in my mirror soon.

**Peter Poole**

**Tugmaster Herefordshire GC**

**Hi Dave**

We have been operating our Eurofox now for 18 months and have clocked up just over 300 hrs, which equates to approximately 1600 tows. We've had no problems with the aircraft and it has performed just as the manufacturers said it would. I think we found its limit during the hot spell we had towards the end of last season when we were towing K21s with two hefty guys in them on a day with 29degs C and no wind. On our short field it was OK but I wouldn't have wanted it any hotter. Anyway those conditions are fairly rare in this country. We have found that it manages cross winds particularly well (We have a nose wheel version), the limiting factor is normally what the glider can tolerate. We have a roster of ten tug pilots and I have received nothing but good reports from all of them.

The build quality was excellent and we had no difficulty in putting the kit together. With two of us working two days a week and a bit of time at the weekend if the weather was no good, we had it ready for test in 3 months. It then took another month to complete the testing and apply for and get our full permit to fly.

I note that the aircraft is to be offered with the option of the Rotax 914 turbo engine which would give you an extra 15 HP which might be useful. It would be worth asking about.

So far we have not had any maintenance issues and have just followed the recommended procedures from Europro and Rotax. We do change our engine oil every 50 hours instead of the 100 hours Rotax recommend, because of the hard use the engine gets in the towing regime. As a new can of oil, an oil filter and a drain plug washer are available as a kit from SkyDrive - the UK Rotax agent - for just £25.00 plus P&P it seems to be a well worthwhile thing to do. Eurofox UK also recommend it for glider tugs.

Hope this is of some help and I wish you well if you choose to go forward with this.

**Roger Coombs (Tugmaster - Banbury GC)**

**Hi Dave**

We ordered ours in December 2012. No experience of operating yet, it is due for delivery end April this year and with luck we should have it running by the autumn.

Our logic as a small club was quite simple. We either bit the bullet to hopefully reduce our aerotow costs or we would die as a club in the next 5 to 10 years. We are all aerotow, 3 hard runways and weekends only.

Happy to discuss our approach to funding, our visit to the factory and my thoughts on the LAA and the EuroFox with you if you wish. Best in the evenings, my home tel No is 01229586336.

**Cheers, Peter**

**Hi Dave**

We are waiting with bated breath for our kit to arrive from Nitra. Should be here April. You are welcome any time to come and watch progress but more importantly I am sure it would be in order for you to try it out at Darlton and at Saltby. We are going to need some help to get our towing going as there is no tradition of tugging at Darlton and I am the only one with any tugging experience. I will let you know when the kit arrives.

Best wishes

**John Paskins**

**Darlton GC**

**Hi Dave**

A little early for us to comment other than to say that we have had great dealings with Roger Cornwall and Adrian Lloyd, who have been more than forthcoming with help and information on our decision to move on this.

Our private syndicate is at Kirton in Lindsay (Trent Valley) and will be a tail dragger tugging version. Although at this stage we do not have the club's agreement to use it as such for this purpose. Attitudes take some time to change, its good to hear something positive for a from at least one Tugmaster locally. Up and down the country, and particularly those that have the Eurofox operating, are generally very positive about its overall ability and massively reduced cost operating cost.

Nobodies suggesting that it be 100% effective for all of a clubs aerotowing needs, but I personally do not think that the doom mongers can honestly believe that all clubs opting into the 'Eurofox' can be wrong?

Robin Parker our CFI and Tugmaster is part of our syndicate, I do not think that any of us would be making the commitment of time and money on a whim.

Rob and I are due to go to the factory to see our A/C and commence the covering process on the 26th March. Hopefully, we will come home in a positive frame of mind after our visit. It is a big commitment for the build etc, but we believe it will be well worth it and benefit members in reducing aerotow costs.

I know you have different needs from the aspect of Aerobatics and some doubt has been expressed, if indeed it is a problem, then it may be addressed with the two injected and turbo charged engines currently coming on stream.

Not sure how much help its been, but feel free to stay in touch

Regards,**Dick Bastin**

**TVGC Syndicate.**

**Hi Dave**

Rattlesden GC has just finished testing of our eurofox G-Ratt. We are awaiting the permit so we have no experience of operating it yet. Forgive me, I am up to my neck in uni work at the moment ( mature student) but I always have time for a chat. Feel free to call.

I will say, the economic advantage may save our club!

Regards,**Mark Manning**  
Mob: 07738089555  
Home: 01473274635

**Hi Dave**

Have only just finished mine and am midway with the test flying - too early for me to comment except that what stick time I have had makes me very happy that I chose a Eurofox !

Cheers, **Martin**