

Welcome to Edition Number 24, April 2016

Almost there!!!!

After a long, expensive and difficult road, our A8-1 company exposition has been approved by the CAA, this means we can build factory built ready to fly aircraft at our Luke's field facility. Only a handful of companies have achieved this in the last decade, a company press release has been provided to the aviation media. We have started on our first demo aircraft (right) that will be on display at Popham at the end of April. We await the EuroFOX type approval to BCAR section S, of course we already have it for the kits, but that's not enough for a RTF aircraft and we have to do it again. Last we heard, the BMAA have approved our type exposition, so we wait on the CAA for final approval. We have a number of RTF orders on the books which will start to be delivered from around August 2016.



Customer Satisfaction survey

Thanks to all those (90% of owners did, which is an amazing return %) who completed the anonymous customer satisfaction survey, its greatly appreciated. We cant find that any other aircraft agency having done this, see what everyone said on our website it's a download file.

G FSBW

Steve's new 912ULS nose wheel microlight with new the cowlings and thicker doors is available for sale. It's a kit so could be reclassified as a LSA if needed. Its not being advertised just yet, but let us know if you are interested.

New Orders

As we have found in previous years leading up to the start of the season and trade shows, interest has been high and a good number of new EuroFOX orders have been taken. One order came from a customer who has been looking into the market for an LSA aircraft in great detail, checking out ALL the competition—in this instance Mission, TLAC, Rans S6 and others. His requirements for maximum useable load capable of long distance touring, 2 up with camping gear etc, STOL on grass strips and comfort were exceeded by the EuroFOX. We are delighted to receive all orders even if it does extend our lead time, thank you to all of those who have joined the EuroFOX club.

Winning Jockey and Nitra tour

Paul Walton (G PWAL) who keeps his aircraft with the wings folded, has developed an adapted caravan jockey wheel to move his aircraft around, pretty nifty, well done Paul.

The 25 or so signed up for the tour to Aeropro Nitra are working on their routes etc, and we have obtained the Airbox and hard copy mapping, Airfield info with other details will be circulated shortly, not long now.





New Developments

We never like to stand still and we are always looking to develop the EuroFOX, flexibility is the key. Aeropro have just produced a pair of EuroFOX wings with 4 x 40 litre fuel tanks. This is for a very special and individual 912iS tail dragger aircraft for airline pilot Mike Bell with full glass panel and autopilot. He plans long distance and high altitude travel, more in future issues, it really will be one of a kind.

Also arriving in May will be a UK microlight first, a Rotax fuel injected 912iS Microlight in tail dragger form. We have worked on various weight saving areas and this will be Roger's next personal aircraft, no one else offers a microlight with the 912iS, so if there is a demand for this, then we can supply. G-CILA is reluctantly sold and going to her new owner, David Runnells at Slinfold after the Popham trade show.

We still await the first batch of Rotax 915iS 135 HP engine to put in a EuroFOX tug, we have customer orders waiting following successful installation and flight test proving. Hope to have it by the year end.

Lastly, now the parent company of EuroFOX Aviation "Ascent Industries" is a CAA A8-1 approved company, able to build RTF microlights and introduce new microlight types to the UK market, it gives us possible future opportunities. We will be looking at the possibility to add an aircraft that compliments, but not competes, with the EuroFOX, possibly a low winger or speedy composite. As they say, watch this space. Don't worry, we are, and always will be firmly focused on the EuroFOX and supporting new and existing owners to the best of our ability, and with now a full time (seems like Steve works 24/7) UK factory and a warehouse stock of the commonly needed items, it's working better than ever.

Finally, we have some quality wing covers (below right) in stock, it's same supplier as the touring covers.



Popham trade show 2016

We hope to see you at the Popham trade show, where we will have our first factory built RTF microlight on the stand, along with at least 2 other aircraft. Please come and chat.

Delivered or finished

Congratulations to Chris Waldron, Jon Andrews, Al Mayhew and David Smith (914 Turbo), all have finished their builds. Bob Mulford (912UL), our RTF demo and another 912iS kit have been delivered since the last news letter. With the weather picking up, we managed to complete the flight testing on the aircraft of Phil Knowles, Jon Andrews, Chris Waldron, Richard Evans and Nick Heywood, a busy time indeed. The York gliding centre, Roger's new 912iS microlight and Mike Bell will all receive their kits in the coming weeks. Steve Dancaster's 912iS is coming on well and we look forward to seeing the finished article.



Phil Knowles snazzy orange and grey paint scheme, with Roger in matching colours for the flight testing.

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