

Welcome to Edition Number 15, Oct 2014



EuroFOX 914 Turbo flies...

Hello and welcome again to another EuroFOX newsletter. Slightly later than it should have been due to the sheer weight of activity we have had the last few months. One of the main achievements in the completion of the EuroFOX 914 Turbo prototype aircraft. It is the first time this more powerful 115 HP engine has been installed into a EuroFOX, and now, after many months, the project is finished, paperwork complete and permit to test issued. At the time of writing the aircraft has around 13 hours on it, has been flown by the LAA and we are hoping for the full permit to be issued shortly.

Service Bulletins—EuroFOX and Rotax

All EuroFOX owners and operators should have been issued with the EuroFOX service bulletin SB01/2014 regarding the rudder centering spring assembly that is fitted to all but the very earliest UK aircraft. This bulletin does not apply to factory built aircraft operating in the rest of the world. Please contact us if you have not been issued with this bulletin.

Rotax have issued a number of service bulletins, the most recent is one for the testing of sinking floats in the carbs. Make sure you are signed up to the email list for the regular SBs from Rotax.

Bought, sold and for sale

We would like to welcome new owners Tony Scott and Peter David (G CHID) and Angus Lacy-Hulbert (Clear prop microlight school G NIKS) and Northumbria Gliding club (G ETUG) as EuroFOX owners and wish them all the best with their new aircraft. Since the last newsletter we have delivered 5 new kits—John Barrott (nose), Richard Evans (tail) and Jonathan Down (tail) (all with the 912iS) and Paul Walton and Roger Cornwell, both with 912UL microlights. Roger needed a personal private aircraft instead of the company demonstrators...We hope everyone enjoys these new builds and look forward to seeing the finished aircraft.

For sale (soon) - Dave Fairbrass will be selling his LAA EuroFOX 912ULS nose wheel in the near future to make way for his replacement aircraft, a tail wheel 912iS EuroFOX of course!! Contact Dave at airbrass@icloud.com if you are interested, it is a lovely and pristine example.

We have been delighted to continue to receive new customer orders for EuroFOX kits, it means that we have now sold all of Aeropro's 2015 UK allocated production, I am trying to secure more slots, we'll see. Nick Heywood ordered his second EuroFOX after selling his lovely G NIKS example, and Steve Williams is also on the list for a replacement for his superb G CIFA (which I am told he has already sold to a waiting buyer...). If you are thinking of selling your EuroFOX, please let us know as we can help.

LAA Rally 2014

We were present at the LAA rally during August, I think it's our fourth one. A BIG thank you to Pete Crawley for loaning us his super tail dragger G-UIRI to complement TTUG on our stand. We had many complimentary comments on Pete's aircraft, the only silver one in the fleet. Excellent show for us, good exposure and serious enquiries that usually (and did) lead to deposits being placed after the show.

We will also be at the FLYING SHOW on 22/23 November at the Telford international hall (not been there before, changed from the NEC). Probably will display the 914 EuroFOX, we have not decided yet.



Getting out and about...

TTUG has been venturing out now the 912iS 100 HP installation is fully approved by the LAA, 85 hours on her now since about May. She has been over to Lundy Island off the north Devon coast (Roger's wife as P2). It really is a magical place, no cars, no inhabitants, only the national trust staff, great pub! TTUG also had a small 4 day tour of northern France, La Baule in fact, on to Cherbourg, Alderney and then 70 mile sea crossing to southern England. Great times and 90 kts at 11.5 litres an hour, incredible.



On the rough strip at Lundy

Training on kit builds—change likely

Discussions between the BMAA and the CAA may well lead to a simple rule change with a huge effect on all UK kit built microlight aircraft. Application has been made to extend the allowance for initial pilot training to jointly owned amateur built permit aircraft, to allow use of all permit aircraft in schools and extend aircraft hiring all permit aircraft. None of these are permitted at present for UK kit built aircraft.

Glider towing with the EuroFOX—CAA issue clarification—exemption E3823

The CAA has issued an amendment to the air navigation order in relation to glider towing with permit aircraft. An exemption to article 23 of the ANO is granted to permit aircraft in respect of, and for the purpose of aerial work. So now clubs affiliated to the BGA can charge appropriate costs for the flight and annual costs relating to the aerotow. Let us know if you want to see a copy of this exemption.