

EuroFOX UK tug history 2011- May 2018

Tug nr	Start of ops	Engine	Nose/Tail wheel	Grass/Hard	Number of hours	Number of tows	Comments
1	2014	912ULS	Tail	Grass	821	5,471	Sole club tug
2	2013	912ULS and 912iS	Tail	Grass	2,150	10,510	2 tug fleet, one at 1,300 hrs, other 912iS
3	2014	912ULS	Nose	Both	771	2,531	Some non-tugging work
4	2017	912iS	Tail	Hard	315	1,150	
5	2014	912ULS	Nose	Grass	695	910	Syndicate aircraft, part time tug
6	2014	912ULS	Tail	Grass	612	1,044	Syndicate aircraft, part time tug
7	2014	912iS	Nose	Hard	984	3,195	Often 4k tows
8	2014	912ULS	Nose	Both	701	2,422	Sole club tug
9	2013	912ULS	Tail	Grass	251	186	Private tug
10	2013	912ULS	Tail	Grass	729	2,410	Generally longer tows into wave
11	2012	912ULS and 912iS	Nose	Both	1062	4786	All hrs on the 912ULS, 912iS still being commissioned
12	2011	912ULS	Nose	Grass	1,140	2,965	Some non-towing hours
13	2013	912ULS	Tail	Grass	105	310	Private tug
14	2014	912ULS	Nose	Hard	251	1110	Weekend only club, sole tug
15	2014	912ULS x 2	Tail	Grass	1,950	7,325	Est
16	2015	914 Turbo	Nose	Hard	530	2305	Some taxi hrs
17	2017	914 Turbo	Nose	Hard	65	190	
18	2015	914 Turbo	Tail	Both	149	101	Private tug
19	2016	912iS	Tail	Both	117	350	Private tug
20	2018	EP 120	Tail	Both	153	475	Some non-towing hours
		Totals			13,478	49,376	

There have been very few problems with the EuroFOX tugging fleet. One aircraft had an engine failure at 300 ft and was damaged on landing, now being rebuilt. Rotax determined that this was caused by fuel contamination, this has been the sole known case of engine failure from the hours above. The engine is either working very hard at max continuous rpm, or at low rpm or idle in the descent.

Apart from the accident aircraft, there have been no main, nose or tail undercarriage failures. A small number have reported that the silencer develops a crack at approx. 600-700 hrs, this is caused by the high number of hot/cold cycles and perhaps some aircraft having more prop vibration than others. In some cases a simple weld repair was carried out. Other consumables used are brake discs and pads, a couple of elevator trim cables needed replacing – SB issues to advise best maintenance and inspection.

A high hour 912iS needed some gearbox work.