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Aeroprakt A22LS Foxbat Amphibian



Foxbat Australia is very pleased to announce the certification and sale of the very first float plane of any LSA type in Australia. The A22LS Amphibian was flown to the Natfly show at Temora, NSW, over Easter 2010 - but only as a land-plane. On Thursday 15 April, test flying on water was carried out by Rod Gunther, an experienced sea-plane pilot and CFI at Melbourne Seaplanes.

Heres a YouTube link to a short video of the early tests:

<http://www.youtube.com/watch?v=EvMV10aFhrk>

Rod says 'The aircraft seems to have no vices. It's a delight to take off and land on water, a perfect plane to learn water based flying. I think you'll sell a lot of them - there's really nothing like it in Australia.'

The following day the A22LS Amphibian was handed over to its new owner, Philip Myer. It will be based on Victoria's Bellarine Peninsula until the spring, when it will go to Tasmania for the summer.

The A22LS Foxbat Amphibian is the successful melding of the 650kgs MTOW Aeroprakt A22LS and float plane know-how of USA A22 agent, FPNA, in Florida. Shawn Okun, CEO at FPNA, designed and builds the floats specially for the A22 and already has quite a few flying in the States. Understandably, Shawn is very proud of his design - he's taken all the lessons of his veteran float plane pilot experience and produced a float system which does the job superbly. As an aside, FPNA also supplies float systems for Australian manufacturer Airborne for fitting to their microlights/trikes.

For the technically minded, the floats themselves are made from kevlar and e-glass, with seven separate watertight compartments in each float. One of these compartments doubles as a dry store locker for up to 20kgs (in each float). The



landing gear is electro-pneumatically retractable (that means it uses an electric compressor to feed air to the gear system). There are two water rudders, for water

taxiing. There is a metal runner along the underside of each float so that if you do make a wheels-up landing on terra firma, you won't damage the floats.

Performance is excellent - Rod and Philip confirm take-off on water is under 150 metres at close to maximum weight, with normal cruise in the 80-85 knots range. Stall speeds are about 3-4 knots higher than the land-plane equivalent.

Having flown the Amphibian to Natfly/Temora myself, I can say that it rides very nicely and with the floats acting as a pendulum underneath the aircraft, it seems very steady in the cruise. Landing and take-off has to be a little flatter than the land-plane to avoid bumping the rear of the floats. Nevertheless, one observer at Temora commented that the A22LS Amphibian took off a lot quicker and steeper than some of the LSA land planes!

Foxbat Australia already has two more Amphibians on order for customers - contact me, Peter Harlow, if you want more information.

A22LS Amphibian wins at Florida Sun 'n Fun 2010 event



Just hot off the press, I have heard that the A22LS Amphibian (known as the 'Cape Town' in USA) has just won the shortest take off on water in the LSA category at the 2010 Sun 'n Fun airshow in Florida. The only aircraft to take off shorter was the GA Carbon Cub, with a 180 hp engine! Congratulations to Shawn Okun and FPNA on their win.