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### Airmaster prop for A22LS Foxbat





Aeroprakt has recently approved a 3-blade Airmaster in-flight variable propeller for use on the A22LS Foxbat.

This New Zealand manufactured prop uses WarpDrive carbon fibre blades with nickel leading edges - of the same design as the standard, on-ground adjustable prop on the A22LS Foxbat. Control unit is Airmaster's own AC200 SmartPitch unit, which has three basic settings - take-off, climb and cruise. Although these settings are factory-set by Airmaster, you can reconfigure through a laptop and cable connection. There is also an

RPM hold position, which is pilot-set, as well as a manual mode if you want to use different settings than the factory standards.

Finally, there is a pitch indicator, allowing you to see the prop blade settings throughout the range.

I have not yet received detailed performance figures from Aeroprakt but they have indicated that the performance gains are 'worthwhile'. My guess is that take-off and climb out may just be a little bit sharper, with higher cruise speed the main benefit. Something often overlooked with in-flight variable props is the better engine temperature management they offer - so you can 'loiter' around at 50 knots, yet still have the engine spinning close to optimum at 5,000+ rpm.

There is a feathering position on the controller. Although this is intended for use in motor gliders, it would also improve the glide ratio in a 'normal' aircraft, should you have an engine-out.

As far as I can see, the only real penalty (apart from the cost) is the extra 8 kilos or so hanging on the front of your aircraft.

New A22LS Foxbats can now be specified with the Airmaster prop. It can also be retro-fitted to existing A22LS (but not in Australia, the A22L) Foxbats.

Current cost for a complete propeller, spinner and control unit with all fittings, bolts etc is around \$8,000 including GST.

Please call me if you're interested - Peter, 0413 900 892



## A22LS Foxbat features in Australian Flying magazine



Almost exactly 5 years ago, Paul Phelan wrote a flight test article on the A22L Foxbat which appeared in 'Australian Flying'. Paul was extremely complimentary, using phrases like: '...overall design and finish, including the engine installation, is highly professional.' And: '...really fun to fly.' Paul flew the A22L with Trevor Mahoney, the owner, in hot and high conditions over Polo Flat airfield near Cooma in New South Wales - not the most comfortable of flights!

Now, Steve Hitchens has taken the opportunity to flight-test the A22LS Light Sport 600 kgs MTOW version of the Foxbat. This time we flew initially around the Mornington Peninsula area south of Melbourne, and later for the photo shoot near Lilydale, north east of Melbourne.

Read the full report in the March/April 2010 issue of 'Australian Flying'. But meanwhile, here is a taster from Steve: 'Training is certainly one task the Foxbat would do well...' And from Murray Gerraty, an experienced instructor who flew the Foxbat for the (very close!) formation flying needed for the pictures: 'I would rate this as one of the best "ultralights" I have flown so far'.

Hope you like the article - and by the way, I am really pleased to see a hitherto mainly GA-focused magazine like 'Australian Flying' embracing the world of light sport aircraft so enthusiastically! Maybe the late John Spiers, who as well as being editor for all too short a time, loved this type of flying, and he have had some influence here.

## Airshows - early warning

We will be exhibiting/demonstrating the Foxbat at the RA-Aus annual 'Natfly' event - held this year at Temora Airfield. We are hoping to have the first Australian A22LS Amphibian on display as well as the usual selection of land planes.



Where: Temora Airfield, in the heart of New South Wales' agriculture belt  
When: Easter Friday, Saturday & Sunday, 2-4 April 2010  
Why: Apart from all the Recreational and Light Sport Aircraft (probably over 500 if the weather's good) there's a superb collection of warbirds open for public viewing

We will also have a Foxbat at the Tyabb Airshow, held later in April. I have never attended this bi-annual event before but I am told it has one of the best warbird and aerobatic flying displays in Australia. Put it in your diary and come and have a look!

Where: Tyabb Airfield (sometimes called Westernport Airfield), about an hour's drive south of Melbourne  
When: Sunday 18 April 2010

Why: Plenty of aircraft to see; some of the best flying displays in Australia

#### More options for A22LS Bigger fuel tanks



For most owners, the fuel capacity and range/duration of the Foxbat has never been an issue. However, with the increase in MTOW of the A22LS to 600 kgs, has come an increase in usable weight. As a result, the A22LS can now be specified with larger 'blister' fuel tanks - totalling 114 litres (57 each side) giving 112 litres usable. This puts the normal cruise duration up to 6 hours with reserves and economy cruise up to over 8 hours. Both of which well exceed my personal duration! However, if you have to make a return trip to somewhere without fuel, the bigger tanks substantially increase your options.



The tanks are available to order as an option with new aircraft and can be retro-fitted in existing A22LS aircraft - although the retro-fit price has yet to be confirmed.

### Photo panel in the door(s)



A special photography panel can be specified for the left or right doors. This consists of a sliding window on factory designed and manufactured runners, which can be opened and closed in flight - see photo.

The aperture is about 40 centimetres square, giving you plenty of flexibility to shoot through a wide range of angles. The wing lift strut on the Foxbat is mounted to the fuselage behind the seats, so the view is almost unimpeded through about 120 degrees of view.

This means you do not have to remove a door for in-flight photography. Although the lexan doors are optically very good, the quality of pictures dramatically improves when you are shooting through clear air! The door can be supplied as a replacement for the existing door or as an addition.

Please note - it is not legal currently to use a Light Sport Aircraft or a Recreational Aircraft for commercial photography!



## Metal fuselage sides & top



Metal sides and top are now available for the rear part of the fuselage.

One of the trademarks of the Foxbat is the 'see-through' glazing which starts with the large wrap-round windshield, follows through the floor length glazing on the doors, to the rear fuselage section behind the wing. All this lexan gives a very light and airy feel to the aircraft and is a particular benefit in circuit training or low level operations, where visibility is almost 360 degrees.

However, some customers have stated a preference for a more 'solid' look to the aircraft - hence the metal sides. A small trapezoidal window is retained each side to allow a reasonable view over your shoulder.

Depending on your eye, the metal sides either improve the look of the aircraft, making it seem more substantial. Purists, however, still prefer the original 'see through' look. You pays your money and you takes your choice.

## Great landing!



Finally, I came across this short clip of a Foxbat take-off and landing which I think is interesting to all of us - Foxbat pilots or not.



The landing is just about as text book for a tricycle gear aircraft as you could want - right approach speed and attitude, good round out at just the right height, and the landing is on the main wheels first, with the nose wheel held clear until it gently falls to the runway.

The runway is not very smooth but because the approach and touch down speeds are right, there's no bounce or the aircraft being thrown up into the air again by the rough paddock. Good one!

See here for the clip: <http://www.youtube.com/watch?v=ldr4GHqZzz0>