



## n° 16 - June 2009

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### More Foxbat options



Aeroprakt have announced the option of some further options for the A22 - which can be ordered with either the A22L or A22LS models.

The first of these options is metal fuselage sides. The lexan/polycarbonate fuselage sides of the Foxbat are not structural items - the structure is in the four large tail boom pieces and the cross-bracing between them. However, some customers prefer a more 'solid' look to their aircraft, so Aeroprakt have introduced this option.

The metal sides also give a bigger area for sign-writing if you are using the aircraft commercially. There is still a small 'trapezoidal' window in each side to maintain at least some of the fantastic view out - particularly useful in the circuit.

In addition to the metal sides, the factory is also offering a 'half-painted door' option, which can be used to give a more streamlined look to the aircraft. Like red paint, this option probably adds about 50 knots to the cruise speed!



Finally, because the Foxbat makes a superb photographic platform, the Aeroprakt factory has also introduced an optional 'photo-hatch'. This can be installed into either left or right door. Removing the doors before flight remains a (less expensive) option but sometimes the breeze into the opening can cause buffeting on the camera, which can counter all the benefits of not shooting through the potentially distorting polycarbonate.

The photo window can be opened and closed in flight. This option would normally be ordered as a complete third door, to be fitted specifically for photographic sorties. It is retro-fittable to all existing Foxbats.

### Foxbat Glider Tug



Following extensive testing in Europe, the Foxbat is now available to order as a glider tug. The base aircraft is the light sport version of the Foxbat - the 600/650 kgs A22LS with the metal top to the wing and many other changes and improvements. The glider tow equipment cannot be retro-fitted to existing aircraft but adds less than 4 kgs to the empty weight. Initial performance suggests a climb rate around 400-500 fpm with a 600 kgs glider in tow.

One of the great benefits of using a Rotax 912ULS-engined aircraft is that the liquid



cooling allows faster descents after glider release, and therefore quicker turn-round between tows.

Full performance details are currently being finalised/confirmed - but based on the amazing short field take-off and climb capability of the aircraft, I am expecting something

very special from the A22GT (glider tug). Call me, Peter, for more information on 0413 900 892.

### Foxbat Flight Simulator



Hello all you armchair flyers - and all those who like to try a bit of fun from the safety of your computer....there's a new Foxbat Flight Simulator from Rick Piper. Modern may not be Rick's usual thing but he's done a wonderful job crafting a fine exterior with high resolution textures and transferring those great 3D modelled gauges into a finely crafted VC. It's a must have for any flying fan.

I don't know much about simulators but I understand it is available for all users of Microsoft Flight Simulator VFR Photographic Scenery (Versions 9/X).

You can download free it from here:

<http://www.horizonsimulation.com/downloads.htm>

or follow the links from here:

<http://www.fs2004.co.uk/freeware/general-aviation/rick-piper-releases-aeroprakt-a-22-foxbat>

Happy flying!



## And another flight sim flight in an A22



This one is a little trip round Guadeloupe. Its all fairly chunky in the graphics but a bit of fun for Foxbat flyers anyway - enjoy the landing approach, even people waving.

<http://www.youtube.com/watch?v=mrLBFOOXleM&feature=fvsr>

## Sydney RFC



In Flight Video & Aerial Photography - Stepthru  
[www.stepthru.net/flight.htm](http://www.stepthru.net/flight.htm)

Sydney Recreational Flying Club, based at The Oaks airfield to the west of Sydney, owns a yellow A22L Foxbat - registered 24-5356 - which is used for club and training flying. Recently they have produced a short video about the Foxbat and the training they offer. There's lots of good basic information - particularly if you are new to flying. Most of the first part of the video is a cockpit briefing and pre-start checks in the aircraft. This is followed by followed by a couple of circuits with a touch and go.

The format makes use of a multi-camera split-screen view, which is useful for watching (for example) the instruments at the same time as the view out of the aircraft. Sometimes this is synchronised with an external shot of the aircraft.



A nice idea is the use of superimposed graphics to show direction, ideal eyeline for landing approaches etc.

The video was produced by a company called StepThru - who make videos of all sorts as well as still photographs. Have a look at the video here:

[http://www.stepthru.net/srfc\\_video.htm](http://www.stepthru.net/srfc_video.htm)

Alternatively, if you live in the Sydney area and want to learn to fly - why not take a trip to Sydney RFC and/or look at their website on: <http://srfc.org.au/web/>

### 50th Foxbat in Australia



Congratulations to Andrew Cotterell in WA on placing an order for the 50th Foxbat we will be delivering in Australia. Serial number 2009 0016LS in white will be arriving during October - many thanks for the order Andrew!

Since Andrew's order we have taken a further four firm orders for the A22LS Foxbat for deliveries to Queensland (2), New South Wales and Victoria.

I have asked a few owners what they think has most contributed to the success of the Foxbat. Here are some of their answers (edited slightly in some cases, to preserve my blushes!);

"The Foxbat is just a delight to fly. Occasionally I get to fly other aircraft but they just don't 'feel right'. The Foxbat is easy to fly and I know it won't bite me."

"Simple. There's nothing else with the room in the cabin or the view out - my partner loves it."

"As you know, I used to fly a trike [microlight] and I thought I would never be able to take off and land in the small paddocks a trike can use. But the Foxbat manages them easily and is in a league of its own. And it's warmer!"



"The Foxbat looks different to most of the other planes on the market, which I love."

"The buying experience and after-sales service are really good - you feel like you've joined a big family of very special owners."

"Anyone can fly a Foxbat - but it takes experience and practice to fly it well. I like that. The more I fly it, the more I am amazed at just what it will do."

But don't take their word for it - take a trial flight in a Foxbat soon. You'll find it's very addictive!

Call me on 0413 900 892 to find the nearest available aircraft.