

Let the guide begin



Aeroprakt's A22LS Foxbat.

Neither CASA nor RAAus can provide a definitive list of LSAs available in Australia. This is an effect of the manufacturer doing the certification; the administering bodies don't know what is and isn't LSA until they register one.

The team at Australian Flying has raked every corner of aviation to try to compile the most definitive list of S-LSAs possible. Such is the category burgeoning that every time we declared the list complete another manufacturer added another model to the list.

And so we found ourselves necessarily applying some limits before the job got very big on us. Included are powered S-LSAs that have an MTOW above 544kg. This guide is meant to show new aeroplane buyers what to look for when considering an LSA, and although not comprehensive, covers the models most likely to fulfil that need.

Aeroprakt A22LS Foxbat

A more muscular version of the popular A22L, the LSA Foxbat ticks all the boxes of what a good sport aircraft should be. It is easy to fly, not uncomfortable for cruising and has a very respectable useful load.

The high-camber, forward swept wings are mounted at the top of the canopy and add considerably to the model's remarkable ability for low, slow flight with plenty of margin above the stall.

Construction is a combination of aluminium, fabric and composite, with Aeroprakt choosing the best material for the component. The cockpit has been designed for excellent all-around vision, which makes it a good fit for mustering and aerial observation tasks.

Powered by the 100hp Rotax 912ULS, the Foxbat promises a TAS of 105 knots and delivers a respectable 800fpm climb rate.

A full review of this aircraft can be found elsewhere in this issue of *Australian Flying*.

Distributor: Foxbat Australia, www.foxbat.com.au.

Aeropro Eurofox

Out of Slovakia comes the very capable-looking Aeropro Eurofox. A high-wing aircraft with tricycle undercarriage and angular windows

in the doors, the Eurofox could be easily mistaken at first glance for a Skyfox Gazelle.

The Eurofox has a welded chromemoly steel frame covered with fabric, with composite and fiberglass used for the flaperons and leading edge respectively. The flaperons are a Junkers-type, which is to say that they are suspended slightly below the trailing edge of the wing and have very short chords. The wings can be folded for storage or transport.

Under the cowl is a Rotax 912ULS (a standard 80 hp Rotax 912 is also available), which gives the Eurofox a cruise of 100 KTAS and a take-off ground roll of a meagre 154 feet. This STOL performance is helped by a three-blade Fiti competition prop. With 85-litre tanks fitted, the range is about 570nm.

The undercarriage features a steerable, trailing link nose-wheel with hydraulic, hand-operated brakes on the mains.

Inside, the Eurofox has clearly been designed for simplicity and function rather than comfort; the panel and interior contains little superfluous material. Aileron and elevator control is via dual control sticks and the flaps are mechanical. The throttle is mounted in the lower centre of the panel. Instruments in the Australian version are Dynon D-100 EFIS and AvMap EKP-IV GPS.



The Aeropro Eurofox.

With an MTOW of only 570kg, the Eurofox is slightly down on the LSA maximum, but this aircraft has clearly been designed with STOL performance as a priority. If the published figures are correct, the little Aeropro is certainly very good at that.

Distributor: Horsham Aviation Services, www.horshamaviation.com.au.



The Aerospool WT9 Dynamic.

Aerospool WT9 Dynamic

Possibly the most under-exposed aircraft in Australia, at the beginning of 2010 there was only one example in the country. Aerospool first certified the WT9 with a MTOW of 550kg before the 600kg LSA regs were introduced, but they've since certified the aircraft with a MTOW of 600kg.

Yet another aircraft from the flourishing Eastern Europe manufacturing cluster, the Dynamic was designed using experience gained from years of glider repairing and finishing. The airframe consists of sandwich shells of advanced composite and carbon components.

Of sleek, low-wing design, the Dynamic carves through the air at 118 knots, which makes it one of the faster models in the LSA