



Fulfil your flying aspirations

Graduate to class leading performance, quality, comfort and value



Market leading glider tug



A factory finish microlight



Superb light sport aircraft

Available with the latest engine technology and maximum choice, the EuroFOX is a versatile, economical and affordable light sport aircraft, built to the highest industry standards offering many benefits and innovations with great features and superb performance. Offered in nose or tail wheel variants, with an excellent safety record and almost 500 flying worldwide, the EuroFOX has been refined and perfected during its 25 year evolution with the manufacturers Aeropro. Graduate from basic trainers to a more inspiring flying experience.

EuroFOX features:

The EuroFOX is a light sport aircraft with classic high wing design manufactured with a steel fuselage and aluminium wings covered with PolyFibre fabric. The aircraft has many international approvals and operates in Europe and further afield as a ready to fly aircraft. The aircraft has been produced by Aeropro in Slovakia for over 25 years and the worldwide fleet has exceeded 150,000 flight hours with an unblemished safety record.

In the UK, the nose wheel or tail wheel 450 kg, 472.5 kg, 560kg and 560kg TUG versions are available as quick final assembly kits via the LAA and BMAA.

The factory produce an identical airframe, wings, tail sections and undercarriage for all variants, it is only the final fit options which change between versions, and distinguish the microlight from the LSA.



The combination of Rotax power, comfortable seating, great visibility, wide GRP undercarriage, genuine single handed wing fold, low annual running costs and agile handling make the EuroFOX a joy to fly and economical to own. There are many useful features and options which we believe has enabled the EuroFOX to become as popular in the UK as it is elsewhere in Europe and beyond.

One of the many great features of the EuroFOX is its quick wing fold system by one person. The process should take no more than 10 minutes and permits the owner to store the aircraft at home, or tucked away safely in the corner of a hangar – safely away from potential hangar rash. In addition, your preferred local “full” hangar can easily find a place for you, and at a lower rate.

Any repairs needed to the EuroFOX can usually be completed at our UK service centre, with no need to return the aircraft to the factory. The aircraft is easily trailerable or can be towed directly behind your car.

The quality engine installation features heavy duty 5 point firewall engine mounts. Oil inspection hatch, carb heat and panel operated oil radiator flap are all available as options. The oil and water cooling are effected by means of dedicated cowl air intake and with full stainless exhaust and fire retardant fuel lines. The FWF is top class and the engine is very quickly and easily accessed by removing top, bottom or both cowls.



The fuselage is precision welded 4130 chro-moly steel tube, the wings have aluminium ribs and spars, all covered in long life UV protected PolyFibre fabric (No betts test required). The acrylic windscreen and Lexan doors provide excellent visibility. A high performance ground adjustable 3 blade composite propeller is standard. All aircraft are fitted with attractive spinners.



The quality engine installation (above) with oil inspection hatch, carb heat and panel operated oil cooler flap for quick oil warming all available as options.

EuroFOX features:

The panel options available are varied as the EuroFOX is a self assembly kit. Customers can specify exactly the panel they want, be it the latest flat screens, more traditional analogue dials and gauges or a mixture – just as you prefer. Complete flight and engine analogue instruments are standard.

On top of the panel are two directional air vents along with a low fuel warning light. These are two great features for windscreen demisting and flight safety. Other comforts include cabin heat, map box, friction throttle, floor mounted parking brake, hydraulic toe brakes, 12V supply, master switches, fuses and clear placarding.

The EuroFOX is very comfortable with a 44” wide cabin and is a delight to fly. With full span “flapperons” handling is very responsive and easily controllable. The aircraft is well balanced with all controls effective at all stages of flight. Side slipping is a breeze and such fun; lose that height without increase in forward speed, and a great forward view on approach!

The intuitive manual elevator trim and flapperon levers are well located in the cabin centre section and offer accurate control in flight with instant feedback to the pilot.

There is a huge 20kg luggage bay behind the comfortable twin seats which are both shaped and plush. The seats are available in different colours and thickness as owners prefer. An airframe ballistic chute is also available as an option, but mandatory on the 472.5 kg kit.

All round visibility is exceptional, especially with the fully glazed roof and fully clear doors as standard. The EuroFOX is also an accomplished glider tow aircraft with some examples having completed 7000 tows/landings and remains in great condition.

The EuroFOX is available as a tail dragger or a conventional nose wheel configuration, complete with steerable nose or tail wheels as standard. Wheel spats are standard and a range of tyre sizes are available, up to the huge “mammoths”. With these you really can go anywhere! The wide composite main undercarriage together with toe operated hydraulic brakes gives the pilot maximum control.

Forward visibility whilst taxiing is excellent and better than many tail draggers. The large cabin entry is easy and unimpeded with the gas strut controlled top hinged doors. Flight with doors open is great fun!

All models have 2 aluminium wing tanks and a header tank located in the fuselage, 86L in total, with clear visible sight gauges in the wing root. There is a master fuel tap on the panel for easy emergency shut off.



Engine Choices

The EuroFOX is a traditional aircraft and our philosophy on engine choices is quite simple – stick with proven tried and tested engines, with known performance, reliability and service history. Therefore, the EuroFOX has dedicated its engine choices to the market leading 4 stroke “Rotax” range of aircraft engines, all with simple maintenance schedules. Rotax engines have a 2000 hour TBO, with the ability to “run on condition” thereafter, with many examples lasting over 4000 hours.

Having produced over 45,000 “912 series” engines for the light sport market over the last 25 years and with an incredible reliability and safety record, why would you want to use anything else? These four Rotax engines are available with the EuroFOX, you should find the right one for your aircraft.

Rotax 912 UL (80 HP)

The lightest and most fuel efficient of the range. Most popular in the EuroFOX microlight versions, this low compression engine is extremely robust, reliable and easy to maintain and is well suited to the 450 kg microlight EuroFOX.

Rotax 912 ULS (100HP)

A carburetted 100 HP engine higher compression engine with reliability and power to weight at its core. Specified in almost 90% of all worldwide light sport “group A” aircraft and a popular choice with EuroFOX 560 kg LAA aircraft. The 912ULS is also the engine of choice for many glider towing EuroFOX tugs.

Rotax 912iS Sport (100 HP)

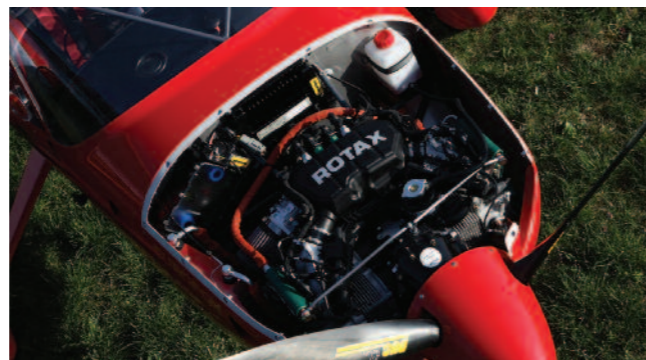
All latest technology from Rotax, this fuel injected, ECU controlled engine is the most advanced and developed in the Rotax range. Based on the proven 912 engine but having many new features and multiple redundancy on all systems. This newest of the Rotax engine range offers a HP increase of around 10% at max continuous rpm over the 912ULS, but has the fuel economy similar to the 80 HP 912 UL. This engine is proving popular with LSA EuroFOX pilots, but also for increased power delivery performance in the EuroFOX glider towing environment.

Rotax 914 UL (115 HP)

This is the largest HP engine in the Rotax range, being a low compression carburetted turbo charged unit with 115 HP at maximum rpm. The 914 UL has been around for over decade and is offered specifically for use in the EuroFOX within the glider towing environment. Could be of interest for those clubs with the most difficult of airfield sites or those with the highest wing loading or heaviest gliders.

Rotax engine type	5800 rpm (max 5 mins)	5500 rpm (max continuous)	Fuel burn at 90 knots (estimated in a EuroFOX)
912 UL	80 HP	72 HP	11 litres per hour
912 ULS	100 HP	90 HP	13 litres per hour
912iS Sport	100 HP	98 HP	11 litres per hour
914 UL Turbo	115 HP	100 HP	14 litres per hour

Please note, propeller pitch setting will affect performance and fuel burn, figures are estimates



Glider Towing

The EuroFOX represents the future for UK gliding club tug operations. The EuroFOX is a non EASA “annex II” permit “group A” aircraft cleared to aerotow gliders up to 800 kgs. The aircraft is very economical to own and run, with proven capability and reliability, frugal annual maintenance costs with excellent tug performance. Already adopted extensively within the UK, the refined EuroFOX is a strong performer, able to tow gliders up to 800 kgs and also performance gliders with a wing loading over 50 kg/m2. From a Nimbus 3DT to a JS1, all club two seaters and vintage in between.....

Operated on a permit to fly at 560 kgs MAUW under the LAA simple owner/operator maintenance regime, the EuroFOX is available as a nose wheel or a tail dragger with standard or tundra tyres. The EuroFOX fleet extends to almost 500 worldwide, used in all light sport environments, including heavy duty training and full time tugging. Since 2005 many EuroFOX tugs have exceeded the 7000 tows and still going strong.

The main EuroFOX features are:

- The only UK Rotax powered dedicated tug available as a tail wheel with tundras, essential for many UK clubs
- Available with 100 HP (carb and injection) engines and the Rotax 914 UL 115 HP Turbo
- Non EASA Annex II permit "Group A" aircraft - outside the remit of EASA
- Approved and UK proven to aerotow gliders up to 800 kg all up weight or with a wing loading over 50 kg/m2.
- Tug pilots can log "group A" hours to their PPL or NPPL license
- Visibility is superb with in all directions, even behind
- Shorter tow cycle times than conventional tugs
- The only Rotax tug with an on board retractable "TOST" winch - shorten the tow cycle, and use short or obstructed runways
- Excellent low speed ability and liquid cooling allows for towing slow and draggy vintage gliders - yet also capable of aerotowing aerobatic gliders at 80 knots to 4000 feet if need be
- Affordable long distance glider retrievals - approx 15 litres per hour at 65-70 knots
- The EuroFOX has a very low noise "footprint" compared to conventional tugs
- Exceptionally well laid out P1 position with dual sticks and centre throttle close to the tug release and all other controls (Flaps, trim, etc)
- 2.5 litres of ethanol free mogas per tow to 2000 feet, less for single seaters, aerotow your glider fleet at 20% of the cost of existing tugs
- No engine shock loading in the descent due to the LSA dominant Rotax liquid cooled engine
- Operated on a LAA permit to fly - extremely low operational costs and simple maintenance regime
- Two people in the tug for pilot training, navigation training and power syndication in a club environment - perfectly allowable as an LAA permit aircraft
- 86 liters fuel capacity will give you well over 25 tows without refueling
- Many EuroFOX tug examples with many thousands of tows and over 2000 engine hours since 2005
- Widest in class GRP undercarriage, very strong and absorbs the roughest of airfield surfaces
- Aircraft parachute available as an option for ultimate safety in congested airspace over the gliding site
- Factory build quality in a low cost, quick assembly kit
- Very manoeuvrable on the ground with steerable nose or tail wheel and a joy to fly
- Optimised propeller for dedicated tugging performance
- Excellent factory support, with low cost and speedy spares service
- Manufactured by an established, stable company, no "here today, gone tomorrow" worries
- Simple, 5 minute proven wing fold if required, can be stored alongside gliders in a trailer, save on hangerage costs and space
- Proven as an economical and very capable tug in Europe since 2005
- Many satisfied UK gliding clubs, see our website for reviews



The EuroFOX



Frequently asked questions

Is there a ready-to-fly Microlight available?

Yes, this is being worked on with the UK CAA and will be available in 2016.

Where does the EuroFOX originate from?

The EuroFOX classic design originates from the late 80's, but today's aircraft has been significantly developed and refined since then. The aircraft has been produced at Aeropro in Slovakia since 1990.

What "in service history" does the aircraft have?

Unlike other "new kids on the block", the EuroFOX has an extensive service history. Over 400 aircraft produced, with over 150,000 flying hours on the fleet in 25 years. There have been no aircraft in-flight failures during this time.

How does the EuroFOX differ from other aircraft?

The combination of exceptional quality, refinement and value for money coupled with superb performance and handling. Many of the options and standard features are rarely seen on other aircraft in this category. All this makes the EuroFOX a very attractive proposition.

What is the stability of the manufacturers?

Aeropro are an established aircraft factory based in the Slovak republic, a centre of aircraft building expertise for many decades. The company has been established for over 20 years, is well run, profitable with no debt, with the original private owners still in place, (succession planning in place). It continues to run efficiently with strong continuing worldwide demand, so you can be sure that spares and support are available for many years to come and throughout the life of the aircraft.

What after sales support is available in the UK?

Full after sales support from 2 UK locations with direct and speedy links to the factory.

What is the main aim of the factory?

To produce a lifetime quality aircraft which is economical to own and run and a pleasure to fly.

What real life performance can an owner expect?

Terrific STOL capabilities, combined with economical cruising in the "green arc" to 110 MPH. The EuroFOX will get in and out of places others can't go.

How difficult is the build?

The build is more of a final assembly, is straight forward and is designed to be possible for even the novice builder. The standard and advanced kit options enable the builder to choose the type of build they want.

How long will the build take?

Approx. 300-500 hours, but it depends on the builder. Some will do it faster, others slower.

Is it possible to achieve a factory finish from my amateur build?

Yes absolutely. The quality of the components supplied is second to none, which is always the best starting place... The build facilitates painting by the factory in their professional workshops. Just look at the aircraft built to date to see for yourself.

What are the advantages of the EuroFOX?

In addition to the many unique features of the aircraft, you have an aircraft that is simple to maintain and repair (unlike aluminium skinned aircraft). The STOL performance and handling responsiveness (due to full span flapperons), sets the standard for this aircraft type. And of course, the single handed wing fold (not a 2 person wing removal as other aircraft "wing fold" claims are). Save thousands a year on hangarage, get a space in a "full" hangar or be able to transport the aircraft easily in one of our bespoke 'mobile hangers' if needs be.

Is a Tail wheel and Nose wheel available as a microlight and group A?

Yes. There are options of 560 kg, 472.5 kg and 450 kg. and a glider tug option.

What glider towing experience does the EuroFOX have?

10 years in Europe towing gliders up to 750 kgs. The EuroFOX is used for the FAI European glider championships as well as the Pribina cup.

What are the annual maintenance costs?

The maintenance regime of permit aircraft is simple but robust. The typical annual cost for a permit renewal and 100 hour maintenance schedule would be a maximum of £500. As you can see, it's just a fraction of the costs to maintain C of A aircraft.

Where is the UK EuroFOX base?

The EuroFOX base is at Oaksey Park airfield (near Kemble, Gloucestershire). We always have a tail wheel and nose wheel demonstrator in stock, both a microlight and 560 kg version, as well as a Glider Tug. Our UK repair centre is based at Shobdon airfield.

What is the difference between a 560 kg group A EuroFOX and a microlight 450 kg?

None, all versions have exactly the same airframe and engine combinations. Your choice of options and adherence to the allowable max empty weight are the only differences.

Where else is the EuroFOX approved?

In many European countries, the EuroFOX is approved as a ready to fly aircraft, in addition to the USA, Australia, South Africa and Asia.

How does the LAA advanced kit build assist program work?

The builder visits the factory and covers the aircraft under supervision of factory staff and using the factory tooling. The aircraft is then factory painted and shipped to the UK. The builder gets a factory quality finish. The remaining work is completed on the builder's UK premises.

How robust is the EuroFOX?

Extremely. Proven over 20 years and with 150,000 flight hours and no in-flight structural issues of any kind. The airframe is designed to tow gliders, so the daily use most pilots will require, particularly if operating a microlight version, is well within the EuroFOX envelope and capabilities. The EuroFOX strength and usability is well proven with years of experience.

What engines are available in the EuroFOX?

The market leading, well proven, Rotax 912UL, 912ULS, 912iS and 914UL are available. DUC and Woodcomp props are the preferred choices because these have been shown to give the aircraft the best performance. However the builder is free to fit any propeller approved by the LAA/BMAA.

What about spares?

Spares are readily available from our stock at Oaksey Park, with larger items being available from stock at the Aeropro factory. The quality of the jiggling at the factory makes replacement parts a direct and simple fit.

What approval regime does the EuroFOX come under in the UK?

The LAA for the group A aircraft and the BMAA for the microlight version, both as amateur build status.

Where can I see the EuroFOX and can I book a demonstration flight?

The EuroFOX will be at all the major UK aircraft trade shows for viewing. Demonstration flights can be arranged from our Oaksey Park base.

Wing fold and “mobile hanger”

The EuroFOX "wingfold" is just that, wing fold..... one person can open or fold the wings, single handed in less than 5 minutes, no tricks, no heavy lifting or any extra hands needed. The EuroFOX wingfold was designed from the outset and an integral part of the aircraft, and is a standard and central feature of the aircraft. There is no wear and tear on the aircraft as it is designed to have the wings folded on a daily basis if that is required. All the EuroFOX Aviation demonstration aircraft are always kept with wings folded, and they have been so for many years, no problems at all after many hundreds of daily "fold and unfolds".

See our website for wing fold videos and save yourself thousands of £'s in hangerage or obtain hangerage at "full" airfields.

The EuroFOX trailer is a bespoke design made specifically for the EuroFOX in the UK by a reputable trailer and glider manufacturer. Only top quality materials are used throughout and the trailer is suitable for nose or tail wheel aircraft. The dual axles are located offset toward the rear in order to maximise stability during towing. We have easily towed this unit at over 60 mph without fear of snaking or instability.

The unit size is 23 feet long and 2.5 metres wide and complies with national and international regulations.

Aircraft Versions

The EuroFOX is available in a variety of configurations; you can mix any of the following:

- a) 560 kg “group A”, 472.5 kg Microlight and 450 kg microlight - max all up weights. The airframe is identical, only the empty weight allowance varies. For the 472 kg version parachute is mandatory.
- b) Nose wheel and Tail wheel in all weights. These are dedicated fuselage versions
- c) Rotax 914 UL Turbo, Rotax 912iS Sport, Rotax 912 ULS or Rotax 912 UL engine options are available
- d) Glider or banner towing options on 560 kg version “group A” version only
- e) All versions have simple one person 10 minute wing fold as standard

Performance data:

MAUW	450 kg 912 UL	560 kg 912 ULS	560 kg 912iS Sport	560 kg 914 UL
Empty weight	270 kg	285 kg -299 kg	285 kg -299 kg	285 kg -299 kg
Fuel capacity	86 litres	86 litres	86 litres	86 litres
Stall speed	40 Mph	43 Mph	43 Mph	43 Mph
Cruise speed (app 12 L/Hr)	100 Mph	100 Mph	110 Mph	100 Mph
VNE	143 Mph	143 Mph	143 Mph	143 Mph
Rate of climb at MAUW	1200 f/m	1100 f/m	1200 f/m	1600 f/m
Baggage weight	18 kgs	20 kgs	20 kgs	20 kgs
Crosswind limit	17 Mph	17 Mph	17 Mph	17 Mph
Max. Flap Extension Speed	93 Mph	93 Mph	93 Mph	93 Mph
Glide Ratio	9:1	9:1	9:1	9:1
Range	Over 600 miles	Over 600 miles	Over 600 miles	Over 600 miles
Wingspan	29'10"	29'10"	29'10"	29'10"
Cockpit Width	44.1"	44.1"	44.1"	44.1"
Max Width wings folded	7' 10.5"	7' 10.5"	7' 10.5"	7' 10.5"
Length	21' 0"	21' 0"	21' 0"	21' 0"
Main Gear Width	7' 6"	7' 6"	7' 6"	7' 6"

Whilst every care is taken in producing this data table, specifications can change, please consult the current pilot operating handbook for the latest data.

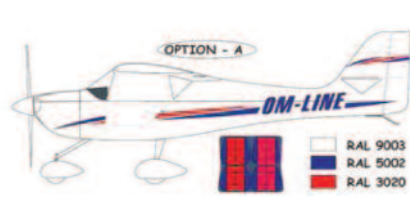
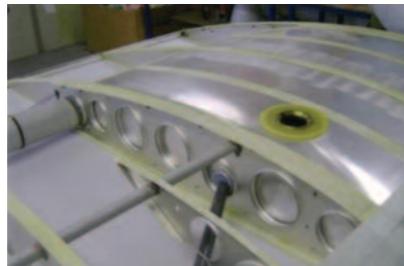




The EuroFOX is produced from the highest quality materials and the factory must be one of Europe's best. The quick assembly UK kit is painted by the factory to give a truly superb finish. Please call us to discuss the build assist options via the BMAA or LAA build schemes.

A factory-built Microlight is being processed for approval, and will be available in 2016.

Performance (560kg with 912S)		Dimensions	
VNE	143mph IAS	Wingspan	29' 11"
VNO – normal operating speed	110mph IAS	Aircraft Length	18' 6"
Stall (full flap, no power)	43mph IAS	Aircraft Height	7' 4"
Max. Flap Extension Speed VFE	93mph IAS	Cockpit Width	44.1"
Max. crosswind	17mph IAS	Dimensions with Wings Folded	
Typical empty weight (depending on MTOW)	270-289 kgs	Max Width	7' 10"
Glide Ratio	9:1 @ 60Kts	Max Height	5' 10"
Fuel Capacity 2 x 40L, 6L header = 4L warning light	86Ltrs	Length	21'
Take-off distance over a 15m obstacle	309 metres	Main Gear Width	7' 6"
Landing distance over a 15m obstacle	329 metres	Main Wheel Tyres	15" x 4"



This brochure is put together in good faith, but may contain errors. Please feel free to contact us at any time with any questions, clarification of details in this brochure or to book a demonstration flight.

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This brochure and the information contained herein do not constitute any contract or confirm the specification of the aircraft at time of order. Specifications can change, but will be fixed at time of order.