



See-through Foxbat

Unusual clear side panels on the Aeroprakt A22 Foxbat aircraft (above) drew considerable attention at the recent AVIEX.

The Ukraine-developed A22 is certified under UK and German standards as a quick-build kit aircraft in the ultralight category. It is also available in Germany and the US as a fly-away aircraft. More than 60 examples are flying worldwide.

The demonstrator Foxbat has been flying in Australia since July, with Australian kit certification targeted for later in the year - it is now certified as an amateur built aircraft in the 'experimental' category, with ultralight certification underway and finished aircraft certification in due course.

The mainly aluminium high wing aircraft is notable for its fantastic pilot/passenger visibility and good STOL and climb capability. Brief details include -

- * usable load 235-250kg depending on options
- * 2 side by side seats
- * take off to 15m in under 100m
- * MTOW climb rate in excess of 1100fpm
- * cruise 85 kts at 14.7 lts per hour
- * stall 27kts true (at idle, full flap)
- * Rotax 912ULS 100hp power
- * still air range 800km+
- * ground adjustable 3-blade prop
- * removable bubble doors
- * stick or yoke control configuration

- * 128cm cockpit width (doors on!)
- * 85ltrs fuel in dual wing tanks
- * simple, 'quick build' construction

The Foxbat was conceived in 1996 on the drawing board of Antonov Design Bureau engineer Yuri Yakovlev. The prototype first flew in 1996.

The first production example has now amassed over 1000 flying hours in the demanding conditions of the United Arab Emirates, with no major problems.

The Foxbat features almost 130 cm of shoulder room - more than many four-seat general aviation aircraft - with luggage space behind the seats. With large windows/doors (removable) and windscreen, it offers the best visibility for aircraft of its type.

With 100hp, an empty weight of around 275kg, and a very low stall speed, the Foxbat has good short take-off performance and a glide ratio of 11.5 to 1.

The Foxbat is claimed to take off in in 40-50 metres and climb at 1,000 - 1,200fpm at MTOW.

Once underway, the Foxbat is good for a 100mph/87kts cruise. For slow flight, the Foxbat can be flown at very low settings. It flies well at below 50% power, for a fuel burn of less than 11lts per hour. Even at higher speeds (75kts+), the Foxbat is good for an 800km range on standard tanks.

The riveted monocoque airframe is

anodised aluminium with part fabric-covered wings and control surfaces. Standard engine is the 80hp Rotax 912, with the 100hp 912ULS Rotax available as an option. The Foxbat retains adequate control response in all three axes at speeds slower than 35kts yet it can cruise at over 85kts with a range of 800 km. The aircraft can be flown doors off if needed.

It can be fitted with the optional low pressure tyres for mustering and bush duties.

In the UK the A22 is certified under the BCAR 'Section S' approval process via the UK Popular Flying Association (PFA). In Germany it is certified to the BFU-95 standard and is available both as a kit and as a fly-away aircraft. It is currently under scrutiny as a 51% 'major portion' kit in the 'experimental' category through the USA FAA.

In Australia, certification as an amateur built aircraft in the 'experimental' category has been granted, with ultralight 51% kit certification underway.

Aircraft kits are available for ordering now; completed aircraft will be available during 2003.

For more information, contact Peter Harlow, Foxbat Aircraft, PO Box 9050, Gold Coast MC, Queensland 9726. Phone/fax: 07 5597 0391.

www.foxbat.com.au
info@foxbat.com.au