

EuroFOX

(1)	MANUFACTURER	Individual aircraft are amateur constructed from kits manufactured by Aeropro s.r.o. in Slovakia. BMAA is responsible for continued airworthiness										
(2)	UK IMPORTER	Ascent Industries Ltd - AI/10070/15 (T/A EuroFOX Aviation), The Hangar, Wanshurstgreen Farm, Battle Lane, Marden, Kent, TN12 9DF.										
(3)	CERTIFICATION	BCAR Section S Issue 5 BCAR Section S Issue 6 (Rotax 912ULS & Rotax 912iS Sport) BCAR Section S Issue 7, CS-VLA Parts C & D (Aircraft at 560kg AUW) Air Navigation (Amendment) Order 2021/879 art.10(c) (August 19, 2021) microlight definition up to 600kg.										
(4)	DEFINITION OF BASIC STANDARD	MAANs: 2307, 2381, 2911 & 3006										
(5)	COMPLIANCE WITH THE MICROLIGHT DEFINITION											
(a)	MAUW	450kg/472.5kg ¹ /499kg ² /525kg ² /560kg ²										
(b)	Number of seats	2										
(c)	Maximum Wing Loading	39.5 kg/m ² /41.4 kg/m ² /49.1 kg/m ²										
(d)	Stall speed, V _{so}	34 kt CAS @ 450 kg/472.5 kg 38kt CAS @ 560kg										
(e)	Permitted range of occupant weights	0 - 100 kg (each) (min cockpit load 55 kg)										
(f)	Typical Empty Weight (ZFW)	266 – 292.5kg										
(g)	ZFW + 172kg crew + 1hr fuel	456 – 482.5kg										
(h)	ZFW + 86kg pilot + full fuel (86 litres/62kg)	414 – 440.5kg										
(i)	Max ZFW	<table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><u>AUW</u></td> <td style="text-align: right;"><u>450kg/472.5kg¹/499kg²/525kg²/560kg²</u></td> </tr> <tr> <td>Rotax 912UL</td> <td style="text-align: right;">270kg/292.5kg/301kg/327kg/342kg</td> </tr> <tr> <td>Rotax 912ULS</td> <td style="text-align: right;">269kg/291.5kg/300kg/326kg/341kg</td> </tr> <tr> <td>Rotax 912iS</td> <td style="text-align: right;">270kg/292.5kg/301kg/327kg/342kg</td> </tr> <tr> <td>Rotax 915iS</td> <td style="text-align: right;">- - - - 330kg</td> </tr> </table>	<u>AUW</u>	<u>450kg/472.5kg¹/499kg²/525kg²/560kg²</u>	Rotax 912UL	270kg/292.5kg/301kg/327kg/342kg	Rotax 912ULS	269kg/291.5kg/300kg/326kg/341kg	Rotax 912iS	270kg/292.5kg/301kg/327kg/342kg	Rotax 915iS	- - - - 330kg
<u>AUW</u>	<u>450kg/472.5kg¹/499kg²/525kg²/560kg²</u>											
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Rotax 915iS	- - - - 330kg											

¹ With approved Airframe Mounted Total Recovery Parachute System (AMTPRS).

² Mod 41 compliant airframes only.

² MAAN2911/Mod 41 compliant aircraft only.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION

HOMEBUILT AIRCRAFT DATA SHEET (HADS)

NO: HM18 ISSUE: 7



(6) POWER PLANTS

Designation	EuroFOX 912(1)	EuroFOX 912S(1)	EuroFOX 912S(2)	EuroFOX 912iS(1)
Engine Type	Rotax 912UL	Rotax 912ULS	Rotax 912ULS	Rotax 912iS Sport
Reduction Gear	2.27:1	2.43:1	2.43:1	2.43:1
Propeller Type	Duc Swirl 3 blade	Duc Swirl 3 blade	Woodcomp Propuls AE174 3 blade	Duc Swirl 3 Blade
Propeller Dia x Pitch	166cm x 21° @ 20cm from tip	173cm x 23.5° @ 20cm from tip	174cm x 27° @ 37cm from tip	173cm x 23.5° @ 20cm from tip
Max Static RPM	5000	5000	5000	5000
Noise Type Cert No.	195M issue 1	195M issue 1	195M	195M
MAAN approving configuration	2307	2480	2646	2628

Designation	EuroFOX 915iS (EuroFOX 2K)	EuroFOX 915iS (EuroFOX 3K)
Engine Type	Rotax 915iS	Rotax 915iS
Reduction Gear	2.54:1	2.54:1
Propeller Type	Duc Flash-3 4 Blade	Duc Flash-3 4 Blade
Propeller Dia x Pitch	185cm x 24° @ 25cm from tip	175cm x 25° @ 25cm from tip
Max Static RPM	5350	5350
Noise Type Cert No.	N/A	N/A
MAAN approving configuration	BMAA-1103 / MAAN 3006	TBC

NOTE: Rotax 915iS Powerplant installation can only be retrofitted onto existing airframes by Ascent Industries Ltd.

(7) MANDATORY LIMITATIONS

(a)	Maximum Take-off Weight (MTOW)	450kg/472.5kg ³ /499kg ² /525kg ² /560kg ²	
(b)	CG Limits	Aft limit Forward limit	
		425mm AoD 260mm AoD	
(c)	CG Datum	50mm fwd of wing leading edge at root	
(d)	Cockpit Loadings	min cockpit load 55 kg max occupant weight 100 kg (each)	
(e)	Never exceed speed, V_{NE}	124 mph/108 kt CAS (450kg/472.5kg) 145 mph/126 kt CAS (499kg/525kg/560kg)	
(f)	Manoeuvring speed, V_A	87 mph/76 kt CAS (450kg/472.5kg) 95mph/83 kt CAS (499kg/525kg/560kg)	
(g)	Flap Limiting speed, V_{FE}	72 mph/63kt CAS (450kg/472.5kg) 90 mph/78 kt CAS (499kg/525kg/560kg)	
(h)	Door open speed, V_{DOOR_OPEN}	67 mph/58kt CAS	

³ With approved Airframe Mounted Total Recovery Parachute System (AMTPRS).

² Mod 41 compliant aircraft only.

- (i) Permitted manoeuvres
 Maximum bank angle 60°
 Normal acceleration limits,
 +4g / -2g⁴ (450kg/472.5kg)
 +4g / -1.5g (499kg/525kg/560kg)
- Aerobatics and spinning prohibited
- (j) Fuel Contents
 86litres* (85 Max Usable)
 46litres* (45 Max Usable)
- (k) Power plant

Engine	Rotax 912UL	Rotax 912ULS	Rotax 912iS Sport	Rotax 915iS
Max RPM	5800 (5 min) 5500 (continuous)	5800 (5 min) 5500 (continuous)	5800 (5 min) 5500 (continuous)	5800 (5 min) 5500 (continuous)
Max Coolant Temp.	120°C	120°C	120°C	120°C
Max EGT	880°C	880°C	950°C	950°C
Fuel spec	90 RON minimum unleaded to EN 228 Normal, Super or Super Plus, AVGAS 100LL, UL91. (Unleaded preferred – see engine manual)	95 RON minimum unleaded to EN 228 Super or Super Plus, AVGAS 100LL, UL91. (Unleaded preferred – see engine manual)	95 RON minimum unleaded to EN 228 Super or Super Plus, AVGAS 100LL, UL91. (Unleaded preferred – see engine manual)	95 RON minimum unleaded to EN 228 Super or Super Plus, AVGAS 100LL, UL91. (Unleaded preferred – see engine manual)
Engine oil spec	RON 424, SAE 10 W-40 (See engine manual)	RON 424, SAE 10 W-40 (See engine manual)	RON 424, SAE 10 W-40 (See engine manual)	RON 424, SAE 10 W-40 (See engine manual)
Oil pressure	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500rpm Max 7 bar	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500rpm Max 7 bar	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500rpm Max 7 bar	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500rpm Max 7 bar
Oil temperature	50 - 140°C	50 - 130°C	50 - 130°C	50 - 130°C
Manifold pressure	N/A	N/A	N/A	Min 60 hPA Max 1730 hPA
Fuel pressure	0.15 - 0.4bar* *0.5bar with fuel pump S/N 11.0036 or later	0.15 - 0.4bar* *0.5bar with fuel pump S/N 11.0036 or later	Min 2.8 bar Max 3.2 bar	Min 2.9 bar Max 3.2 bar

⁴ Reducing to -1.5g at V_{NE}.

*Includes 6-litre header tank.

(8) INSTRUMENTS REQUIRED

ASI	Altimeter	Slip ball	RPM	Coolant Temp.	Oil Temp.	Oil Pressure	Fuel Contents
0-150mph/130kt ⁵ or 0-160mph/140kt ⁶ Minimum	Required	Required	0-6000 rpm minimum	Required	Required	Required	Required

Additional instruments required for the 912iS Sport and 915iS are: EGT, volts and fuel pressure (normally included in the mandatory EMU for the 912iS Sport). Manifold Pressure also required for 915iS.

Carbon Monoxide detector required if cabin heater installed (electronic detector with audible warning is highly recommended).

A compass is recommended.

(9) CONTROL DEFLECTIONS

Ailerons	UP:	18° ±2°	Rudder:	±27° ±3°
Ailerons	DOWN:	8.5° ±1°	Elevator UP:	30° ±2°
Flaperons	UP:	0° ±2°	Elevator DOWN:	27° ±2°
Flaperons	DOWN:	20° ±2°	Elevator trim tab	±30° ±3°

Ailerons neutral / flaperons up when flap trailing edge 46mm vertically below continuation of wing root under surface. Refer to EuroFOX Build Manual for details.

(10) PILOT'S NOTES, MAINTENANCE MANUALS, PLACARDS

(10.1) Manuals approved for use with this aircraft:

EuroFOX Build Manual issue 1.

EuroFOX Build Manual – Appendix 1 – Rotax 912iS issue 3.

[EuroFOX Aviation Pilot Operating Handbook – EuroFOX Revision 7 dated 22 Jan 2017 or later approved revision for 450/472.5 kg AUW.](#)

[EuroFOX Aviation Pilot Operating Handbook – 560kg iss 7.0 or later approved revision for 560kg AUW.](#)

[EuroFOX Aviation EuroFOX Microlight Maintenance Manual Issue 4 dated 2 Feb 2017 or later approved revision.](#)

Engine, propeller and other fitted equipment manufacturer's Operating and Maintenance Manuals as appropriate to fitted powerplant and equipment, at their current issues.

⁵ With approved Airframe Mounted Total Recovery Parachute System (AMTPRS).

⁶ Mod 41 compliant aircraft only.



(10.2) Placards

See Annex D for details of the placards that are to be fitted.

(11) MANDATORY MODIFICATIONS / SERVICE BULLETINS / AIRWORTHINESS DIRECTIVES ETC.

See Annex A.

[Ascent Industries Ltd – Service Bulletins Website Link](#)

EuroFox SB1 2014	Rudder Centering Assembly
EuroFox SB2 2015	Undercarriage Guide Bracket Bolt
EuroFox SB3 2016	Replacement of Undercarriage Guide Bracket Bolts
EuroFox SB4 2016	Checking of Elevator Trim Cable Assembly

(12) MINIMUM PERFORMANCE AT MAUW

See Annex E.

Rate of Climb:	MAUW 450kg/472.5kg	
	Rotax 912UL	960 fpm at 69 mph/60 kt CAS
	Rotax 912ULS	1100 fpm at 75 mph/65 kt CAS
	Rotax 912iS Sport	1100 fpm at 75 mph/65 kt CAS
	MAUW 499kg/525kg/560kg	
	Rotax 912UL	700 fpm at 71 mph/62 kt CAS
	Rotax 912ULS	900 fpm at 71 mph/62 kt CAS
	Rotax 912iS Sport	900 fpm at 71 mph/62 kt CAS
	Rotax 915iS	1500 fpm at 75 mph/65 kt IAS

Stall or Minimum Flying Speed:

V_{SO} not to be more than:

40 mph/35 kt **CAS** at MTOW (450 & 472.5kg) /idle/landing configuration.

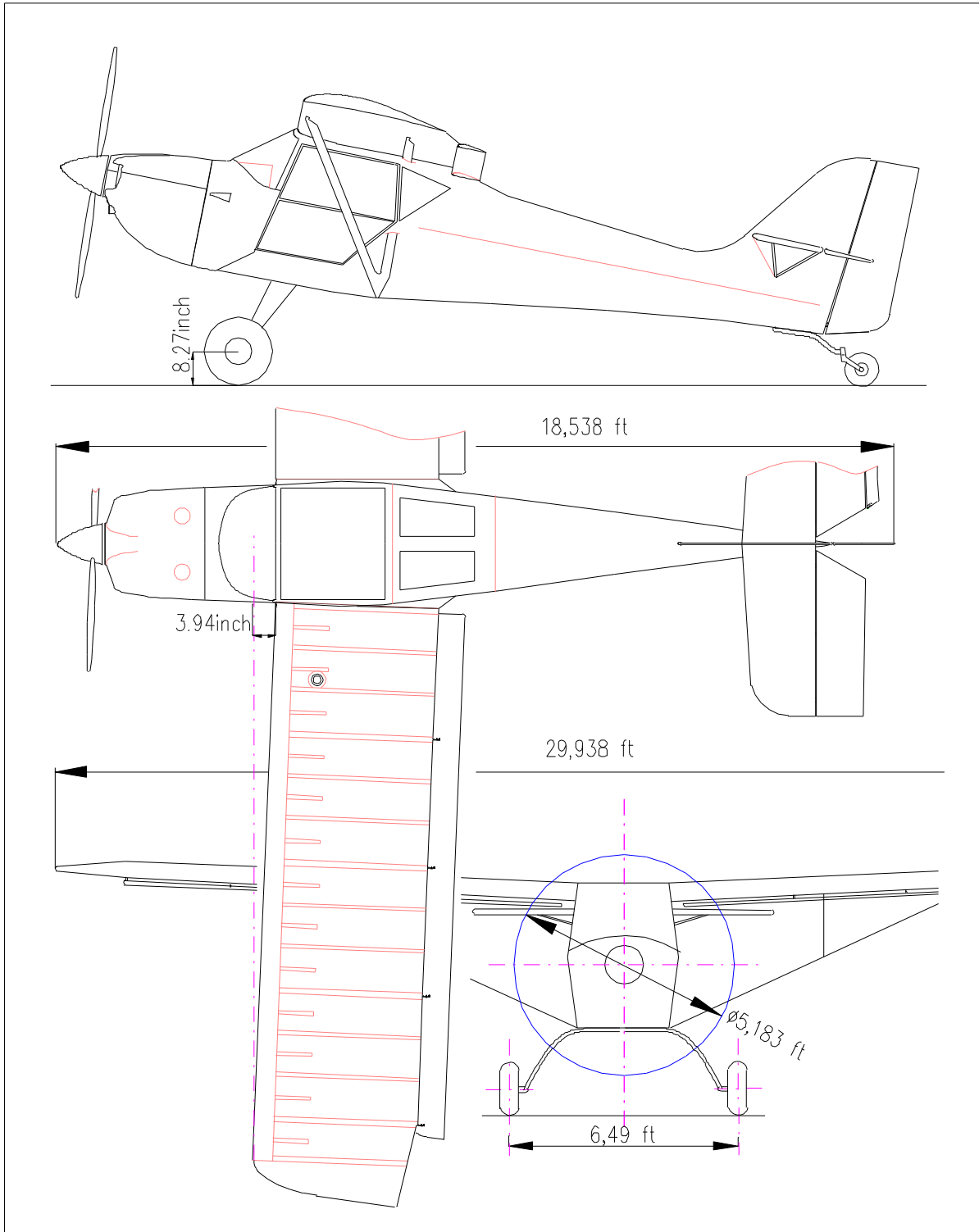
52 mph/45 kt **CAS** at MTOW (499, 525 & 560kg) /idle/landing configuration.

ISSUE HISTORY

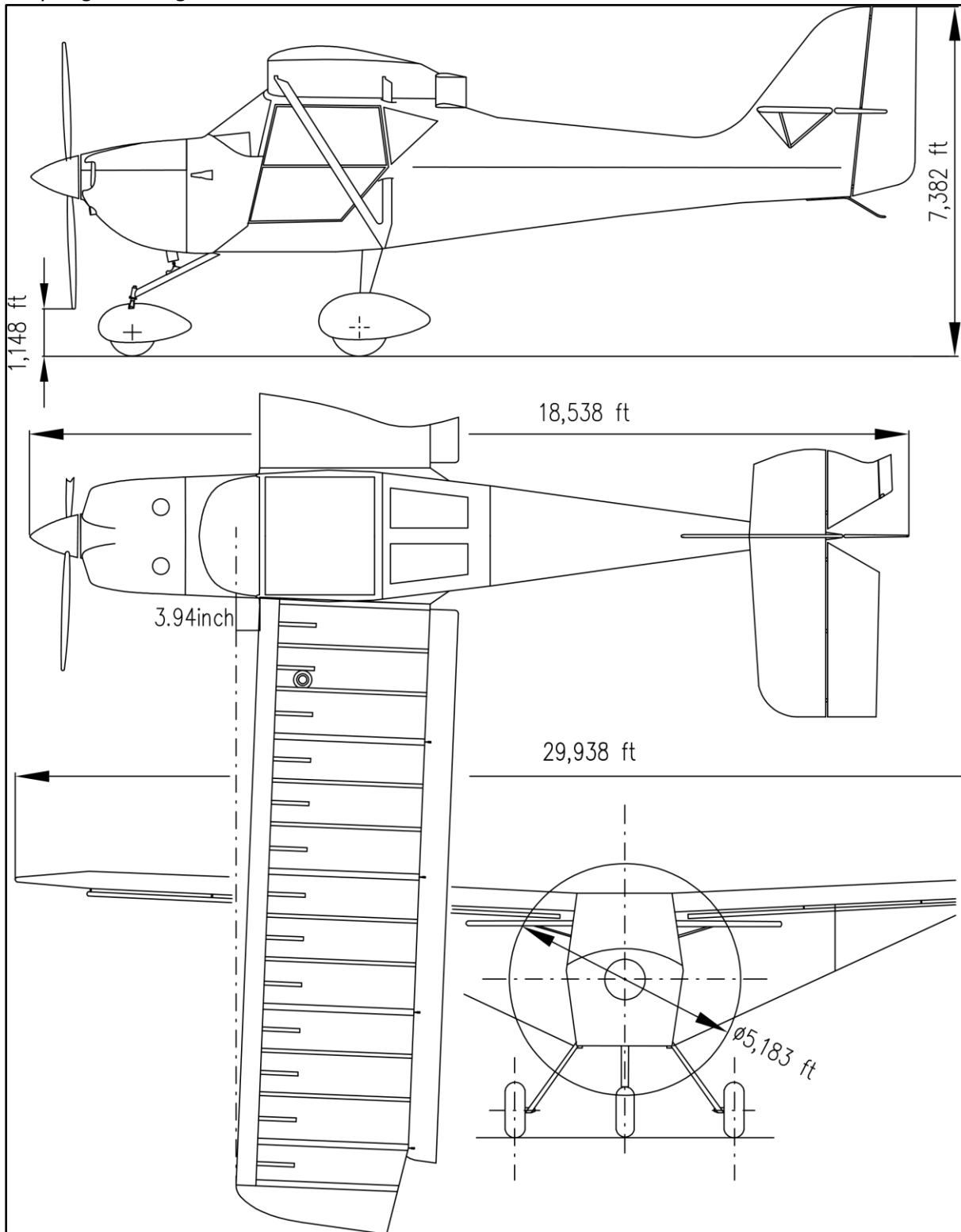
<u>Issue No.</u>		<u>Reason and Signatory</u>
1	30/4/2012	Initial issue
2	10/09/2014	Addition of 912S(1) variant approved by MAAN 2480. Change of 912UL gearbox ratio (2.273 to 2.27). Correction of ailerons neutral / flaperons up position (see correspondence in MAAN 2480 file).
3	04/04/2016	Change of address. Additional optional modifications, Power Socket, EarthX LiFePO4 Battery and single radiator/modified cowling/engine mount. Approved by MAAN 2592. Service Bulletins added. B J Syson
4	29/11/2016	Addition of 912iS(1) variant approved by MAAN 2628. Addition of SB03 and SB04. Correction of optional modifications. R Patrick
5	17/02/2017	Addition of 912S(2) variant approved by MAAN2646. Woodcomp Propuls Propeller. R Patrick
6	23/03/2022	AUW Increase to 560kg mod 041 approval MAAN 2911 Applicable to all variants. Added optional mods 031, 034 & 039 POH/AMM updates & Autopilot Placard added - Annex D (f) Formatting update Tricycle drawing added Aft CG limit amended Annexes E & F updated R Patrick
7	10/04/2024	EuroFOX 915iS via MAAN 3006 499kg & 525kg MTOW options as per updated mod 041. POH update. ANNEX B – 043, 045 & 047. ANNEX E – Tyre advice added, as per POH. Approved for issue by the BMAA Chief Technical Officer

ILLUSTRATION OF AIRCRAFT – 3 VIEW

Conventional (tail-wheel) configuration:



Tricycle gear configuration:



**ANNEX A
MANDATORY MODIFICATIONS**

Mod No.	Subject
1	Increase in wall thickness of forward lift strut from 1.0mm to 1.2mm for operation at 472.5kg. Recommended, but not mandatory, for operation at 450kg.
2	Sleeving of pitch-control, torque tube (control-column interconnect) to reinforce elevator pushrod horn, attachment point.
3	Coating of engine cowlings with intumescent paint.
4	Protecting nylon grommets in firewall with aluminium, adhesive tape (or other approved method).
Ascent Industries compulsory modification for operation at 499, 525 & 560kg:	
MAAN 2911 (Mod 041)	Eurofox 3K Mainwheel Tyres: MITAS or SAVA 15x6.00 6ply rating or equivalent, or Carlisle tundra tires (18x8x6) or Aero Classic tundra tires (21x8.00x6)

ANNEX B
APPROVED OPTIONAL MODIFICATIONS

The installation of all optional modifications is to be inspected by a BMAA inspector and an entry made in the appropriate logbook(s). Involvement of the BMAA Technical Office is not required. Note that other approved modifications may exist which are not mentioned here. Contact the BMAA for details.

Mod No.	Subject
1	Undercarriage configuration a. Tricycle gear b. Conventional gear (tail-dragger)
2	Aeropro Stratos Magnum AMTRPS (parachute system) installation
3	Fuel system configuration a. One Aeropro 40 litre tank (46 litres system capacity) b. Two Aeropro 40 litre tanks (86 litres system capacity)
4	Brake system configuration a. Aeropro hand operated brake b. Aeropro toe brakes (with or without floor mounted parking brake)
5	Aeropro adjustable oil radiator covering flap
6	Aeropro cabin heater
7	Aeropro carburettor hot air system
8	Aeropro upper crankcase GRP cooling shroud
9	Aeropro door vents
10	Aeropro dual landing lights
11	Aeropro wing tip strobes
12	Aeropro oil inspection hatch
13	Aeropro electric back-up fuel pump
14	Aeropro fuel-line fireproof sleeving (firewall forward)
15	Aeropro nose-wheel shimmy damper
16	Aeropro radio aerial and base plate
17	Aeropro transponder aerial and base plate
18	Aeropro tundra tyres
18a	Aeropro power socket
19	EarthX ETX18B LifePO4 starting battery (inc. Voltmeter and Charge Isolator)
20	Aeropro Single Radiator, modified cowlings and engine mount
031	Garmin 2-Axis Autopilot (FACTORY FIT ONLY)
033	EuroFOX Glider Tug (Rotax 915iS Only)
034	Dynon 2-Axis Autopilot (FACTORY FIT ONLY)
039	MGL 2-Axis Autopilot (FACTORY FIT ONLY)
041	AUW Increase to 499, 525 or 560kg
043	Matco 8" Tailwheel (Eurofox 2K only)
045	Kanardia 2-Axis Autopilot (FACTORY FIT ONLY)

**ANNEX C
WEIGHING INFORMATION**

CG Datum:	50mm forward of wing leading edge at root
Weighing attitude:	Door sill horizontal (measured with spirit level)
Aft CG Limit:	425mm AoD
Forward CG Limit:	260mm AoD
Occupant weight limit	100kg per side (83kg seat load limit)
Baggage weight limit	18kg
Fuel tank capacity (mains)	40 / 80 /160 litres
Fuel tank capacity (collector)	6 litres (5 litres + 1 litre unusable)
Occupant position	440mm AoD
Fuel tank position	440mm AoD
Collector tank position	870mm AoD
Baggage	1200mm AoD

Wheel offsets from datum must be measured on a per aircraft basis (and checked at each subsequent weighing as they are very critical on exact weighing attitude).

**ANNEX D
EXAMPLE PLACARDS**

(a) FLIGHT LIMITATIONS PLACARD

<u>EuroFOX [Engine] [Registration]</u>	
MAUW	450kg / 472.5kg / 499kg / 525kg / 560kg*
Empty Weight:	____kg *
Minimum Cockpit Weight:	55kg
Maximum Occupant Weight:	100kg each occupant (83kg seat load limit)
Maximum Baggage Weight	18kg*
Bank angle limits:	+/- 60°
Normal Acceleration Limits:	+4/-2g (reducing to -1.5g at V _{NE}) +4/-1.5g (499kg / 525kg / 560kg)
Aerobatics and deliberate spinning prohibited.	

* These must match the most recent W&CG report for the aircraft.

(b) ASI CORRECTION PLACARD

To be displayed next to the ASI. The placard is shown in the approval MAAN for each individual aircraft.

The ASI must be marked with the main IAS limiting speeds in accordance with BCAR Section S. For a conventional ASI this is a white arc from V_{S0} to V_{FE} and a red arc in excess of V_{NE}.

(c) ENGINE LIMITATIONS PLACARDS AND MARKINGS

A placard showing the limitations for all indicated engine parameters is to be mounted close to the engine instruments, and/or the main limitations are to be shown as coloured markers (red for danger, amber for caution) on the instrument displays. Note that the maximum continuous engine speed differs from the engine manufacturer's limitation.

(d) FUEL LIMITATIONS PLACARD

This must be based on the most recent weight report for the aircraft and displayed near to the filler cap. The placard is shown in the approval MAAN for each individual aircraft.

(e) SWITCHES

All switches are to be marked with function and sense (up=on, down=off).

(f) MISCELLANEOUS

FIREPROOF PLATE

Fireproof metal plate showing the aircraft registration to be mounted in a prominent position.

BRS

If fitted with a parachute recovery system, the release control and exterior of the aircraft (adjacent to the rocket/parachute exit point) must be placarded as per the aircraft manual and [MPD 2019-005](#).

SECONDARY CONTROLS

The additional limitations, warnings, and secondary controls and switches are to be placarded as per the aircraft manual or normal practice otherwise.

AUTOPILOT

The following placard is fitted in full view of the pilots:

"Autopilot operation is not permitted below 1000ft AGL"

ANNEX E
POINTS FOR SPECIAL ATTENTION

No. Brief Description

- 1 EuroFOX 3K Aircraft** – detailed inspection of weld cluster under seat pan for damage or cracks at 200 hour inspections. [ALERT BULLETIN](#)

- 2 Tyre Pressures** – Check the for full details and advice regarding the Tundra options.

Brief summary: 12-15" = 29 PSI | 18-21" = around 12PSI | Tailwheel = 10PSI

The following are points for special attention:

- Main-gear leg top support following a heavy, one-wheel landing (tricycle gear only).
- Main-gear leg outboard support following a heavy landing (conventional gear only).
- Nose-leg to fuselage attachment (tricycle gear only).
- Nose-leg shock absorber check wire (tricycle gear only).

If not carefully set-up the aerodynamic control circuits can contain a lot of friction. It is possible to reduce this to an acceptable level by easing and lubrication. The friction in the pitch (elevator) control circuit must be reduced to a level so that the trim speed band is no greater than $\pm 5\%$.

ANNEX F
SCHEDULED PERFORMANCE

All performance values are at ISA S/L conditions, MTOW, fwd CG unless stated otherwise. Take-off and landing distances are given for short dry grass fields, clearing 15m obstacle height. Take-off distances include 1.3 safety factor.

450kg/472.5kg MAUW (by BMAA)

Variants	TODR	LDR	Climb rate	V _r	Glide ratio
912UL	415m 319m unfactored	349m	960fpm	60kt CAS	9:1
912ULS & 912iS Sport	325m 250m unfactored	349m	1100fpm	65kt CAS	9:1

499kg/525kg/560kg MAUW (by Ascent Industries Ltd)

Variants	TODR	LDR	Climb rate	V _r	Glide ratio
912UL	415m 319m unfactored	350m	700fpm	65kt CAS	9:1
912ULS & 912iS Sport	325m 250m unfactored	350m	900fpm	65kt CAS	9:1
915iS	260m unfactored	350m	1500fpm	65kt CAS	9:1