

**Season Wrap up:** Kitfox Aircraft and 2011.. another great year. Business has been busy and steady and of course we have been working on many projects. We have added employees, a new building and a new CNC. Now we even have a paved road into the facility.



This thread will be somewhat lengthy so pull up your favorite drink and snack...

Most, if not all of you, know we fly our aircraft to the Airshows... Not everyone does, and we feel that it is important to demonstrate the Reliability and Dependability of the Kitfox and what better way to accomplish that. So, it always amazes me when someone says; "the Kitfox is really not a cross country machine".. then I remember that not all Kitfox's are the same. While all the Kitfox's are great flying machines, the Series 7 Super Sport is as comfortable in the backcountry of Idaho as it is travelling across the USA with your luggage and a passenger from the Pacific Northwest to the Atlantic South East and even on to the Bahamas ☺ oh.. and back.



From Sebring Florida in January to Casa Grande (CopperState) Arizona in October the Airshow season is long and we have already begun planning 2012. Please let us know if there are some local shows.. while we cannot make all of them there are many that we do not know about and one never knows. Especially if within a day's flight... breaks our heart to have to go flying ☺

Many of you saw the **Lycoming O-233 powered S7SS** at Oshkosh in the Lycoming Booth. It was fantastic for Lycoming to want the Kitfox front and center at their booth. What a great flyer.. With over 80 hours on the engine and our 3<sup>rd</sup> prop, we are currently seeing climbs in the 800+ fpm and cruise in the 122 mph true at 6 gph. I know we can get both better climbs and better cruise with different props but we are pleased with what we have as a compromise Catto prop. Talking with Craig Catto we are sure we can use this as a baseline to make faster cruise or better climbs an option. With the adjustable Whirlwind prop we saw cruises closer to the 130+ mph true but climbs in the 500 fpm range. There are trade-offs.. but all-in-all we are pleased with the performance of the Lycoming O-233. We now have an O-233 firewall forward package to accompany the other 7 current choices.



**UL-Power**... Many have asked about the UL-350IS. Keep in mind there are many items to consider for engine choices. Reliability, Dependability, Serviceability, Availability and of course Cost. We do not know much about the first 3, but UL-Power is delivering engines and we know the cost. There are simply not enough flying and gathering flight time to determine the first 3. That being said.. We have one on the floor and first impressions are good. We are going to develop a firewall, mount and cowlings for the UL-350IS engine. Here is a little info regarding the engine.. It was packaged nicely and to my surprise was pretty complete. Exhaust, oil filter, air cleaner, fuel filter, fuel pump, brackets, wiring, FADEC control box, and even pre-bent baffles.. A little disappointed that it did not include an Oil Cooler as I am sure it will be required. It looks great and appears to be packaged well. So onto the installation instructions... I have not read them for content but again.. they appeared to be well laid out and nicely done. So onto weight.. The UL-Power web site lists the weight installed at 172.8 lbs including oil.. The real numbers... on certified scales... 174 lbs without oil. 3 litres oil = 5.55 lbs for a total = 179.5 lbs. I would say they were pretty honest about their engine weight. So, at this point I would say kudos to UL-Power.. Hopefully the first 3 work out the same way.



**Rotax 912 Throttle Body Manifold:** This has been a thought of mine and others for a few years. Not sure how it will work and we are looking forward to testing it soon.. but we all know how time fly's so be patient and we'll let you know when we get it installed. It is currently setup specifically for the S7 firewall forward installation. If the proof of concept works, we'll look at others as well.



**Trim Speed:** The Series 5 through the S7 Super Sport utilizes an electric jack screw on the stabilizer to adjust for pitch trim. Although many of us like it just fine and have adapted to adjust the trim it can be challenging at cruise speeds. The solution: We now have a system that will run the trim at the faster speed when below 80 mph IAS and at about 1/8<sup>th</sup> the speed when above 80 mph IAS. It also has a safety block that will not allow the jack screw to run for more than 4 seconds continuous. The system is adjustable.. so if one wants the system to run slower at a lower indicated airspeed they can. We chose 80 IAS because it is the flap operating speed as well. ( $V_{FE}$ ) Price is \$179.00

See video....

**Header Tank - Aluminum:** We have introduced a new aluminum header tank. It is a direct replacement for the PE tank previously used.. even shaped the same. Approximately 1 gallon \$195 (tank only)



**Radiator – Aluminum:** We are now offering an all aluminum radiator for the Series 7 firewall forward installs. It is approximately 2.5 lbs lighter than the original. We will be looking at making aluminum radiators for the other installs as demand requires. Current pricing is \$299



**Propellor:** There's a new prop in town. Over the last year we have been talking and working with Whirlwind on a new propeller offering for the Rotax 912 ULS engine. It is a 70" and working out nicely during testing. Performance to date has been better than the Warp or Sensenich. Looks great to boot. Pricing is a little more than the Warp and a little less than the Sensenich. \$1525.00.. OK the 6 blade is a joke.



**Wing Tips:** This has been interesting.. Do you have or want Nav lights, Strobe lights, Recognition lights or no lights ? OK.. which lights, Whelen, Kuntzleman, GS, AeroLED's.. it simply gets too confusing.

Standard Wing Tip – Included with the wing kit

Optional: Hoerner style tip that has been used for years and it also has an optional user mounted standoff for mounting Nav/Strobe lights..

Optional: Standard Tip with a built in Nav/Strobe mount

Optional: Standard Tip with built in Nav/Strobe mount and Recognition Light mount

Optional: Inserts to convert the Standard Tip for Recognition Lights. (possible use on the Hoerner tips)



**Battery:** We have been testing a new battery.. You'll love this one.

410 Cold Cranking Amps (CCA)

20 Amp Hour (AH)

Best yet.. 2.5 lbs. 3.0 lbs with our aluminum battery holder. 10+ lbs lighter than the standard battery.

\$225.00 battery and holder.

**Stick & Rudder Aviation:** Founded last year and some of you have met Paul Leadabrand Owner/Flight Instructor. Currently Paul has accumulated 1000+ hours of flight time and over 3000 landings in 1.5 years of flight training in his Kitfox SLSA and much of it in the Idaho back country. Paul has been a great asset and supportive of Kitfox. If you have the desire to learn to fly the Kitfox in the Idaho back country, get a tailwheel endorsement, or simply a Flight Review give Paul a call.... You won't be disappointed. [www.stick-rudder.com](http://www.stick-rudder.com)

I would like to thank all those that make this possible.. from "Kitfox South", to the "Boise office" and everyone behind the scenes.. especially the knowledge and efforts of the "working crew" here at Kitfox! It takes a team and we HAVE a TEAM !

If you're reading this.. Don't exclude yourself either. The Kitfox Family is alive and vigorous and we are glad to be part of it.. 2012 is going to be an exciting year... Now go fly !!

Thank you very much for your support !