COMING SOON

Aeroprakt A22 Foxbat

Bordeaux, France

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DESCRIPTION

The Aeroprakt A22 Foxbat earned its following by treating the modest-powered, high-wing light aircraft as a genuine utility aeroplane rather than a stripped-down touring machine. Its trick is an unusually broad low-speed envelope: big flaperons, a high wing, very generous glazing and a rugged fixed tricycle undercarriage make it comfortable around short grass strips, training circuits and unhurried cross-country routes. It is not the choice for pilots whose principal measure of happiness is cruise speed; it is remembered because it makes the view out, the approach and the arrival feel reassuringly uncomplicated.

Designed by Aeroprakt in Ukraine, the A-22 programme took shape during the 1990s, flew in 1996 and entered production near the end of that decade. The brief was admirably practical: produce a two-seat aeroplane that was easy to operate, tolerant at low speed and spacious enough to be useful. The design has evolved through A-22, A-22L and A-22LS variants, but the underlying formula remains clear—light weight, Rotax power, a forward-swept strut-braced wing and a cockpit designed around visibility rather than theatrical styling.

Quick facts

What makes the A22 Foxbat stand out in everyday flying?

Visibility is the first answer. The Foxbat's broad windscreen, large doors and glazed rear-fuselage panels give the crew an unusually open relationship with the outside world. In the circuit, that means a useful view through the turn and toward the runway; for sightseeing, photography or simply keeping an eye on a rough strip, it is more than a pleasant extra. The high wing supplies shade and clearance, while the broad cabin avoids the elbows-together compromise associated with many lightweight two-seaters.

The second answer is its low-speed manners. The wing employs flaperons rather than separate ailerons and flaps, allowing the aeroplane to slow markedly for approach while retaining conventional three-axis control. Full-flap figures vary among versions, but the A22LS is quoted with a 37 mph stall in landing configuration. That does not excuse poor speed control or turn a rough field into an approved runway by wishful thinking, but it does give the pilot time to fly a deliberate approach and place the aeroplane accurately.

In cruise, the Foxbat feels purpose-built rather than rushed. Around 93 mph in the A22LS specification, it covers local and regional distances economically, but it will not match the pace of sleeker composite or low-wing sport machines. The compensation is an aeroplane that can spend the morning in the training pattern, depart from a grass strip and still carry out a practical afternoon cross-country without appearing to have been asked to change careers.

Powerplant, systems and technical highlights

- The common 100 hp installation is the liquid-cooled-cylinder-head, air-cooled Rotax 912 ULS flat-four, driving a tractor propeller through a reduction gearbox.
- A three-blade, ground-adjustable-pitch propeller is typical of the A-22LS configuration; individual aircraft may differ in propeller make and setup.
- The forward-swept, strut-braced high wing is paired with full-span flaperons, supporting the Foxbat's slow-speed and short-field character.
- Fixed tricycle landing gear offers straightforward ground handling, with a steerable nosewheel and hydraulic disc braking typical of the type.
- The aluminium airframe uses fabric-covered flying surfaces, a sensible arrangement for a light utility aeroplane where accessible repairability matters.
- The type is intended for day VFR operation; panel equipment varies considerably, from basic analogue layouts to modern electronic flight displays and GPS-based navigation.

How it compares

The Tecnam P92 Echo MkII is a representative light-sport rival; performance and dimensions vary by model, certification basis, propeller and engine fitted.

Honest ownership note: The Foxbat is mechanically straightforward by light-aircraft standards, but it is not a generic metal trainer with parts on every airport shelf. Prospective owners should establish realistic access to Aeroprakt parts support and a mechanic comfortable with Rotax 912 installations, reduction gearboxes and lightweight riveted structures. A pre-purchase inspection should pay close attention to fabric condition and attachment, corrosion or damage around rivets and fittings, wing-strut and landing-gear attachments, door latches and glazing, brake and nosewheel-steering condition, fuel-system integrity, and the precise configuration of the engine, propeller and panel. Type-club knowledge is valuable here: the variants look similar, but details matter.

Exterior and cabin

Exterior

- Distinctive forward-swept high wing, supported by external struts.
- Compact aluminium fuselage with a utilitarian, almost purposeful stance on fixed tricycle gear.
- Large clear doors and extensive glazing make the Foxbat recognisable even from the ramp.
- Wheel, tyre, ski and float arrangements vary, reflecting the type's adaptable operating brief.

Cabin and cockpit

- Side-by-side seating in a notably broad cockpit for the class.
- Prominent windscreen and deep side glazing provide an expansive downward and lateral view.
- Centre-stick controls are typical, although control-layout options exist.
- A baggage area behind the seats supports the aeroplane's practical touring role.

Who is this aircraft for?

- Pilots who value low-speed confidence, runway visibility and relaxed circuit work.
- Owners based on grass, farm or short paved strips where a light, robust aeroplane makes sense.
- Flight schools and instructors seeking a conventional-control, side-by-side light sport platform.
- Touring pilots content to trade outright speed for economy, view and short-field flexibility.
- Photographers, sightseers and recreational flyers who want the wing above rather than beside the view.

The A22 Foxbat is a sensible aeroplane in the best sense of the word. It does not pretend to be a miniature business aircraft or a racing machine. Instead, it offers a carefully judged blend of slow-flight ability, useful cabin space, clear sightlines and uncomplicated fixed-gear practicality—qualities that tend to become more valuable, not less, once the novelty of owning an aeroplane has worn off.

SPECIFICATIONS

General Information

Model	**Aeroprakt A22 Foxbat**

Engine & Power Systems

Engine Type	**Rotax 912 ULS, 100 hp flat-four**
Propeller Type	**Three-blade ground-adjustable-pitch tractor propeller**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR

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