

# FK-AIRCRAFT Newsletter 12-2022

18.12.2022

The year 2022 is coming to an end and we want to give a short review for all our customers, commercial partners and FK pilots.

As we all know we are living in very unstable and unpredictable times at present. Years of Corona and the resulting effects are exchanged in year 2022 by times when war effects, delivery chain problems, energy cost explosion and inflation are the primary issues. For commercial entities -especially in production business such as ours- it meant there is nearly no planning possible.

Missing items, unavailable or overprized parts are urging the production crew to „jump forward and back“. Instead of finishing this aircraft you move people to another one as there might be parts for it just now...

Very often we had aircraft 99% completed but were unable to send them out of production just because one item is missing. Everybody with a TV at home may know that this is valid also for most other industries...

Nevertheless, it was possible to show a steady increase in production output over the years 2020, 2021 and 2022!

Because of the very high demand for the new FK9 Mark VI we had to put the production lines for FK12 and FK14 on hold to have every hand available for the FK9.



Beside our efforts to stabilize and increase production we concentrated on certifications. Since the Mk VI received the German (600kg) type certificate in 2020 it was also getting the french (525kg) and Belgium type certificate meanwhile.

We were able to get the older FK9 Versions Mk 3 – Mk 5 (in shortwing version) homologated under the new German regulations, which will allow to upgrade them now to higher MTOW!

The homologation process for these older shortwing FK9s was also started in France, to allow to upgrade them to 525kg MTOW! We expect to have this available for our french customers at the beginning of the flying season in 2023.

Beside that we did ongoing improvements on our FK9 Mk VI version. Many details had been redesigned.

As an example a new quick-bolt lock mechanism, which does allow to remove or install wings to fuselage much quicker than before:



Or the new center console panel which does contain now all switches and breakers. So there is no need any more for an additional breaker panel on the main dashboard:



**Beside that we introduced a row of additional options:**

Most interesting for Aeroclubs – often using the FK9 as a towplane- might be the electric tow rope winch system. It does avoid to release the tow rope before landing and fly a „go-around“ to enter into final approach.



Another new option is the handicapped control system „HS3“. With such equipment installed a (legs) handicapped pilot can fully operate the FK9 as pilot in command. The HS3 allows to hold aileron+elevator+throttle+ rudder control in pilots hands, without any need to leave one of this commands to operate another – which is not a standard in these kind of systems which are on the market.

Another important feature of the HS3: it will enable a not handicapped pilot to operate the aircraft without any need for modifications prior to his flight!



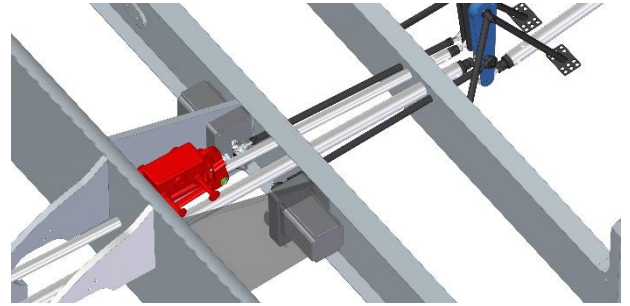
This means such an FK9 can be used in an Aeroclub where a quick change of pilots are common practice.



Another new development will be the integration of an AutoPilot system for the Kanardia Glass cockpits.

We expect to have it completed within QRT II / 2023.

Up to this day Autopilot systems had not been legal for Ultralight-Aircraft in Germany, but a regulation change is expected within year 2023.



### Our other aircraft lines

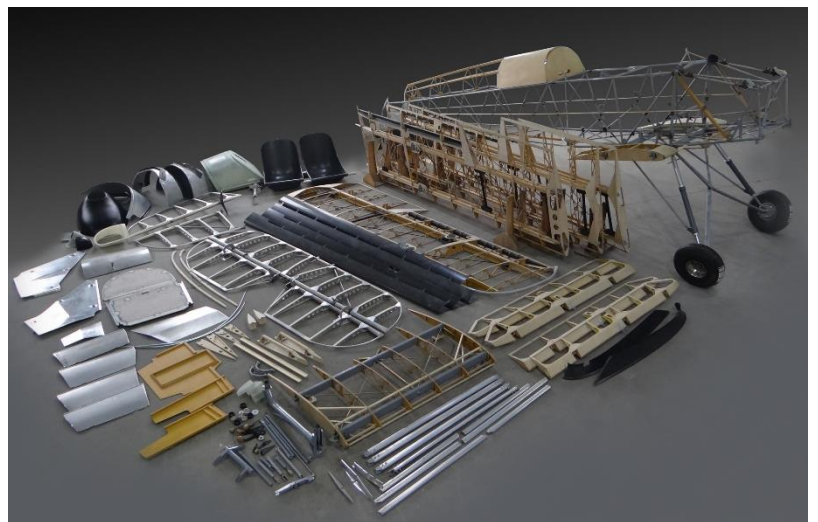
As mentioned above, the production capacity issues caused some trouble for our other products, also including our retro aircraft projects.

As a consequence we had to remove the FK131 Jungmann project entirely from our polish production site into the hands of our CZ manufacturing partner. They will continue to produce it in future in small qty.



Delivery of the last two „ready to fly“ Jungmanns were in progress during this newsletter was issued.

For next future the Jungmann will be available on demand in kit form.



There are lots of other news and details which might be beyond the frame of such a newsletter. So we close it today with our best wishes for Christmas and the new year 2023!

