

# FOXCON AVIATION



featuring

- *How the TERRIER 200 is build*
  - *Build-Assist Program*
  - *Kit Assembly*

The base of our TERRIER 200 is this Fuselage right out of the mould.



The building process starts here and leads to...

... the finished, stylish and impressive Terrier 200 aircraft.





The windows and doors are marked for cut-out.



A precise cutting tool, like the air tool used here, is recommended.





The doors are trimmed and later refitted into the installed door frames.





From the vertical tailplane, the rudder is cut-off, leaving the fin. Next, the openings for the horizontal stabiliser are cut-out.

Visible hairlines (from mould) appear on all sections that are to be cut from the fuselage, making the final marking of the cutting lines easy.

[Translucent Gelcoat](#) is used throughout all moulding processes in order to correct any possible imperfections during surface preparations.





The main & front wheel fuselage protrusion-points are reinforced with 6 extra layers of glass for each leg.

The connecting brace (and seat support) for the main wing-struts is fixed in place.





The connecting support brace is glued in and glassed over. Covering it with plastic film or a peel cloth makes for a smooth finished surface. Curing time for all resin (glassing over) applications is about 4 hours.

In the meantime the spar for the horizontal stabiliser can be glued in.





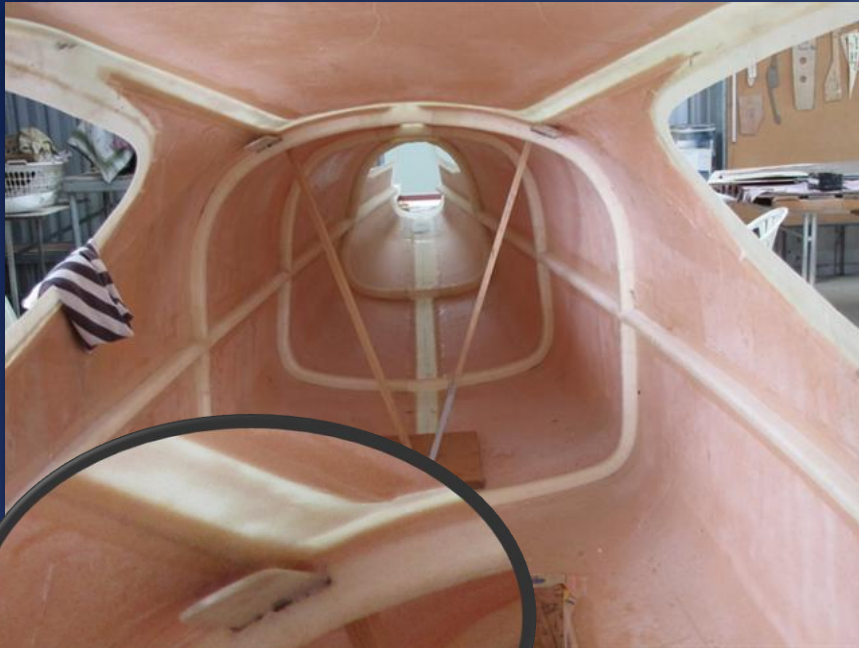


The door-frames are glued in place.

The final strength is achieved by glassing over the frames.



The glassing over method also preserves the material, which it is encasing in the process.



The structural ring frames strengthen the fuselage and are part of the initial moulding processes

The left side of the centre-console is positioned and glued in place.

The seat belt attachments are propped into position, glued & glassed in place.



The front wheel leg-bush is positioned in place ...



encased in a filler compound of Epoxy Resin & Qcell...



braced, glued and glassed to withstand forces on the front wheel.

The leg bushes are made of high grade Polyurethane with shock absorption properties.



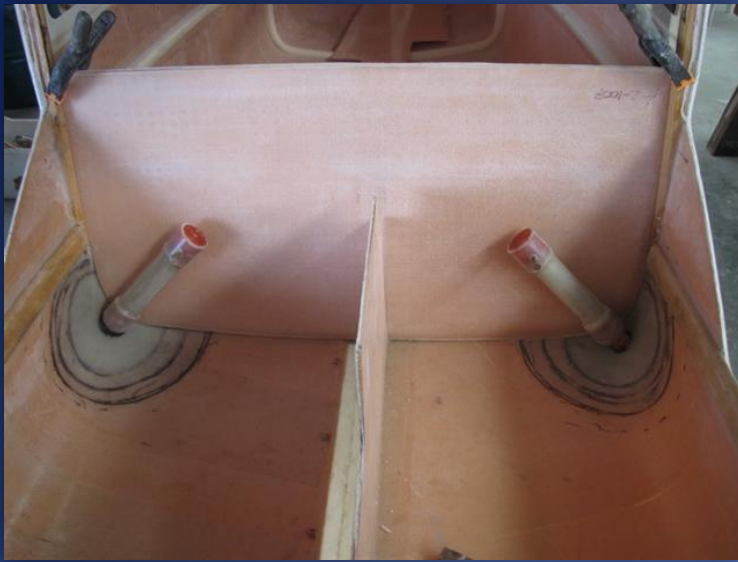




High-grade high-tensile Chrome-Molly steel is used on all components of the aircraft that require high-strength eg. Engine mount and leg assemblies.

Leg assemblies are reinforced with double-layered internal sleeves for even greater strength.

Chrome-Molly steel's main aspect is that it can withstand and absorb heavy forces allowing it to 'give' yet retain its shape.



The prefabricated leg bushes are fitted onto the Chrome-Molly legs then glued in situ and glassed over.

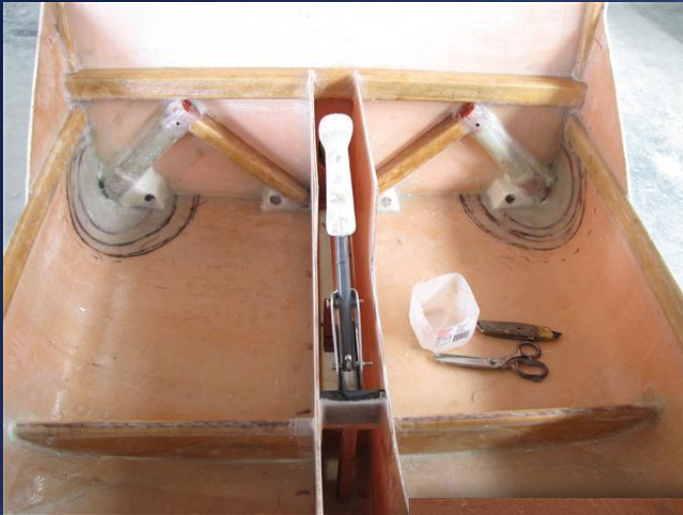
Timber structural supports are used to brace & strengthen the undercarriage.

The seat-track lugs are placed into position and glassed in with the glassing of the leg support braces.



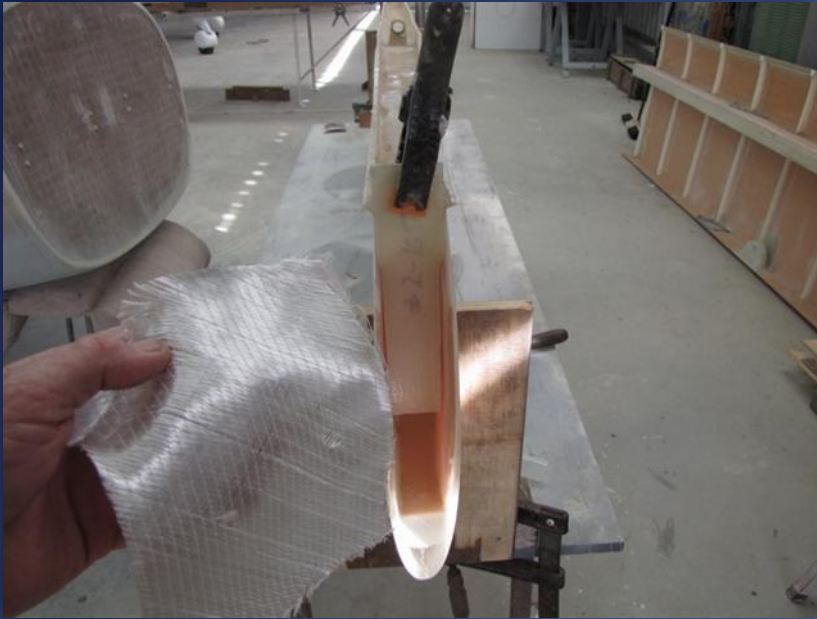
Next, the Control-Arm is fitted into the Centre-Console.





The control stick is then attached to the control arm which is guided through a rocker-mechanism and support-guides through to the rear of the fuselage.





The reinforcement for the hinge point elevator is glued in and glassed over.



Epoxy Resin mixed with 403, a microfiber powder, is used to glue all structural parts.



Horizontal tail plane is set into position ready to be glued and glassed in.

Clecos are used throughout the assembly process to aid temporary placement of components.







At this stage the fuselage is prepared for its primer undercoat.



... with the undercoat on, the fuselage back on its legs, the construction process continues.

The pre-fabricated wing sections are trimmed to fit.







the Polyurethane fuel tanks are fitted and mounted in place

Before the leading edge is attached, connecting the upper & lower aerofoils, the wing's mounting brackets are aligned to the fuselage's mounting points.





With the door frames glassed in and hinges attached, the easy access upward swinging doors are ready for alignment and fitting.





The rudder's spar is glued in position.



The rudder is installed into its hinge socket and the control mechanism adjusted for correct movement and length



The large control surfaces give the Terrier 200 its ideal flight handling characteristics.



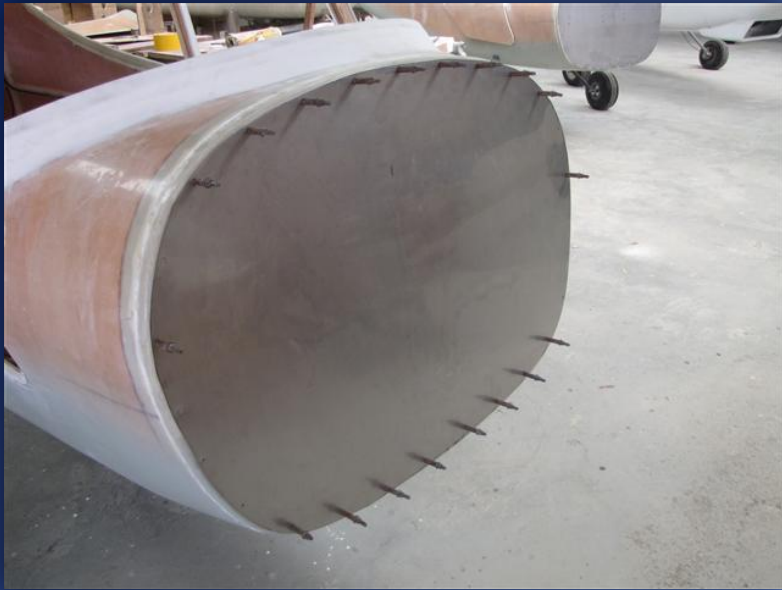


The factory moulded seats are prepared and sent off to the upholsterer (one of only a few out-sourced manufacturing processes).

Both seats (once installed) are adjustable to suit length and height position.

Seats can be removed within seconds and even used as camping chair with an optional stand.





The high-grade stainless steel firewall is fitted and ...

The window openings are prepared for fitting the Perspex window panes and the pre-moulded front windscreen.







Then the rudder & brake pedals are fitted and connected ...

... and the engine cowling is attached to the airframe and fitted with the air-intake for the radiator.



With its primer undercoat on, now comes the task of sanding and surface preparation.

At this stage (before final Polyurethane 2-pack top coat) it is most important to achieve a very smooth finish.



The high strength Polyurethane top coat gives a polished finish.



Now the Terrier 200 is ready for engine fitting and attachment of its wings.



With the engine mount installed, the engine is fitted using high-tensile bolts.



All electrics and controls are fed through the firewall.





With all the elements connected, the cowling is re-attached and the Terrier 200 is ready for your custom pin-striping and markings.







With its pin-striping on, and a final inspection of its Wings before assembly, the Terrier 200 is nearing completion.







Final adjustments and the Terrier 200 is ready for its Ground Test Run.



Ground Tests completed, results all according to specifications and the aircraft is ready for its first Test Flight.







Another Terrier 200 is completed by its proud Owner,  
using the Foxcon Aviation “Factory Build-Assist” program.

*Happy Flying ...*