

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *There was a notice to all airport tenants and users that announced a car race will be held at the airport the following weekend. This airport is federally funded and should be available exclusively for aeronautical activities! Is that right?*

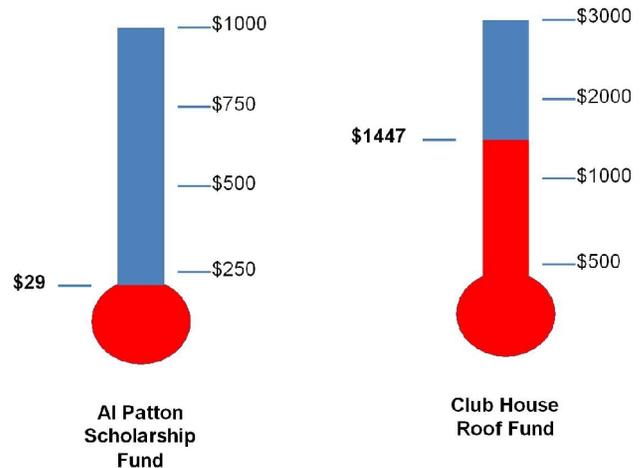
According to AOPA: An airport that has received federal funds can hold non-aeronautical events. The airport manager or authority must obtain approval (see FAA Order 5190.6B, Chapter 7, Section 21) from the FAA. Events such as parades, races, or fairs may be approved as long as there is not total closure of the airport. Safeguards must be established to protect the aeronautical use of the airport while nonaeronautical activities are in progress. Aeronautical events such as airshows may close the entire airport for brief periods. These closings should be publicized in advance by NOTAMs. These events can be viable ways for airports to remain financially self-sufficient and also a way to gain attention and support from the local community.

This Month's Question: A pilot was told to call the TRACON after entering Class B airspace without a clearance. At the time he was receiving VFR flight following from ATC. Why didn't the controllers advise him when he was about to enter Class B airspace?

FUND RAISING STATUS

Many are already aware that we have two fund raising efforts going on: 1) Al Patton Scholarship and 2) roofing fund. We do solicit funds from those who attend the meetings, but most of our members cannot make all the meetings. I appeal to you also for support of these two funds. Please consider writing a check for whichever you want to support and send to Don Bush, (address is on the front page). Remember when writing checks, please make them out to EAA 172 only. Other fancier titles only get us in trouble with the bank. I will be communicating our progress monthly as we move toward our goals.

Again, thank you very much for your support! *Al*



If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact club Secretary John Magnan at jcm2@earthlink.net and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for September is August 25 which is also the deadline for any articles for the September issue.

NAME THAT PLANE

Aeronca L-16

Seemingly fragile, the Aeronca's structure was sturdy enough to put up with the rigors of combat duty, for those little two-seat "Grasshoppers" served with the Army and Air Force in the Korean War, as well as with the National Guard stateside, and as primary trainer of choice for the Civil Air Patrol in the mid-'50s.

After the war, when US civilian aircraft production resumed, Aeronca upgraded and redesigned its prewar designs into the 65-hp Model 7AC Champ. The Champ quickly became one of the the most popular training aircraft of the post-war pleasure-flying boom. The 7AC, in turn, was soon upgraded to the 7BC, with a larger engine, and was subsequently produced for the US Army under the designation L-16A (85-hp engine) and L-16B (90-hp engine). It served in the Army throughout the Korean War, where it performed many of the same roles it had in WWII: Target-spotting, observation, general utility, and even rescue.

In the late 1950s, quite a few L-16s returned to civilian life, where most of them shed their wartime paint and resumed life as 7BCM or 7CCM Champs, teaching primary students to fly all across the US. Still others went on to serve in the US Civil Air Patrol, a civilian search-and-rescue arm of the US Air Force. As the years have passed, a few have recently been restored to their L-16 livery in commemoration of their unique history. The lineage of these versatile and honest airplanes is such that they do not attract a great deal of attention at warbird gatherings, yet their place in military aviation is undeniable and appreciated by a growing number of enthusiasts and owners.

Specifications: Aeronca L-16

(multiple sources differ on specifications)

General characteristics

- * Crew: 2
- * Length: 21 ft 6 in.
- * Wingspan: 35 ft 1.75 in.
- * Height: 7 ft 0 in (m)
- * Wing area: 170 ft²
- * Empty weight: 890 lbs.
- * Loaded weight: 1,400 lbs.
- * Fuel Capacity: 13 gallons
- * Powerplant: One 90-hp Continental C-90-8F or Continental O-205-1 flat-four piston engine

Performance

- * Maximum speed: 87 mph.
- * Cruise speed: 80 miles
- * Range: 400 miles
- * Service ceiling: 12,000 ft.
- * Rate of climb: 800 ft/min (m/s)

Number Built: Unknown, probably 250+

Number Still Airworthy: Unknown. Probably more than 50 Aeronca L-16s still exist, but many have been converted back to 7BC (or even 7AC) configuration.