

## *NAME THAT PLANE*

### **Avro 504K**

The Avro 504 was a World War I biplane aircraft made by the Avro aircraft company and under license by others. Production during the War totaled 8,970 and continued for almost 20 years, making it the most-produced aircraft of any kind that served in World War I, in any military capacity, during that conflict. Over 10,000 were built from 1913 to the time production ended in 1932.

First flown in September 1913, powered by an 80 hp Gnome engine, the Avro 504 was a development of the earlier Avro 500, designed for training and private flying. It was a two-bay biplane of all-wooden construction, with a square-section fuselage.

The 504 was the first airplane to strafe troops on the ground as well as the first to make a bombing raid over Germany. It was also the first Allied airplane to be downed by enemy anti-aircraft fire and was Billy Bishop's first army aircraft.

Following the end of the war, while the type continued in service as the standard trainer of the RAF, large numbers of surplus aircraft were available for sale, both for civil and military use. More than 300 504Ks were placed on the civil register in Britain. Being used for training, pleasure flying and banner towing, civil 504s continued flying in large numbers until well into the 1930s.

#### **General characteristics**

- \* Crew: 2
- \* Length: 29 ft 5 in
- \* Wingspan: 36 ft
- \* Height: 10 ft 5 in
- \* Wing area: 330 ft<sup>2</sup>
- \* Empty weight: 1,231 lb
- \* Max takeoff weight: 1,829 lb
- \* Powerplant: 1 × Le Rhône Rotary, 110 hp

#### **Performance**

- \* Maximum speed: 90 mph
- \* Cruise speed: 75 mph
- \* Range: 250 miles
- \* Service ceiling: 16,000 ft
- \* Rate of climb: 700 ft/min
- \* Wing loading: 5.54 lb/ft<sup>2</sup>
- \* Power/mass: 0.06 hp/lb
- \* Climb to 3,500 ft in 5 minutes



**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](mailto:jcm2@earthlink.net) and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for December is November 20 which is also the deadline for any articles for the December issue.**

# Sport Aviation EAA Chapter 172 Membership Form

Name: \_\_\_\_\_

Birthday (day, month) \_\_\_\_\_ *Purpose: for newsletter listing for the event month*

Spouse or Significant Other's Name: \_\_\_\_\_

Birthday (day, month) \_\_\_\_\_ *Purpose: for newsletter listing for the event month*

Anniversary date (day, month) \_\_\_\_\_ *Purpose: for newsletter listing for the event month*

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home phone: \_\_\_\_\_ Cell phone: \_\_\_\_\_ Other: \_\_\_\_\_

Business phone: \_\_\_\_\_

Email address: \_\_\_\_\_ Even if you have email would you like to save the club \$12 annually and receive the newsletter only by e-mail, not by USPS mail – check here if you agree:

EAA Number (if you belong to the national EAA): \_\_\_\_\_

If you're a pilot, your ratings: \_\_\_\_\_ Hours: \_\_\_\_\_

Aircraft owned, including tail number: \_\_\_\_\_

Please complete this form and return it to:

**Don Bush, EAA 172 Treasurer**  
**3076 Old Waynesboro Rd.**  
**Hephzibah, Georgia 30815-6791**

**EAA 172 Membership for 2012**

**Please include a check or money order made out to EAA 172 for \$30.**

**Thank you for your support!**

