



LAA TYPE ACCEPTANCE DATA SHEET

TADS 801 AERONCA O-58B
TADS 802 AERONCA 11AC, 11BC, 11CC
TADS 803 AERONCA 65C
TADS 804 AERONCA 7AC, 7ACA, 7BCM, 7DC, 7ECA, 7FC
TADS 805 AERONCA C3, 100
TADS 806 AERONCA K
TADS 840 HAL-26 PUSHPAK

Issue 2	Amended 7BCM MTWA	18/09/18	JP
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This TADS is intended as a summary of available information about the type and should be used during the build, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete as possible, other sources may contain more up to date information, e.g. the manufacturer's website.

Section 1 contains general information about the type.

Section 2 contains information about the type that is **MANDATORY** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the aircraft in an airworthy condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

Section 1 - Introduction

1.1 UK contact

There is a UK based Aeronca support and owner's club The Aeronca Club of Great Britain. Pete White is the point of contact.

Tel: n/a
Email: pete@aeronca.co.uk
Website: www.aeronca.co.uk

There is also an international [Aeronca Aviators Club](#) including a member's forum based in the USA.

1.2 Description

There are in excess of 60 Aeronca aircraft of different types operating with LAA administered Permits to Fly. These are mostly 7AC (Champs) and 11AC (Chiefs) but another dozen or so other model types are represented in smaller numbers. Over the years, the aircraft popularly known as Aeroncas have been produced by a variety of different manufacturers, including American Champion Aircraft Corporation, Bellanca, Champion and FRA Enterprises.

This TADS covers all the various Aeronca types currently operating with an LAA administered Permit to Fly. It also includes the Hindustan Aeronautics HAL-26 Pushpak which is effectively a licence built Aeronca Chief.

Although the Permit to Fly status of existing LAA Aeronca aircraft is secure, unfortunately, due to a change in CAA policy, future imported examples will be required by the CAA to qualify for a Certificate of Airworthiness.

Engines vary from type to type with the majority of variants using a Continental powerplant but Lycoming, Aeronca and J.A.P. engines are also found. The HAL-26 Pushpak is powered by a Continental C90-8F. Propellers used are two blade fixed pitch types come from a variety of manufacturers including Hercules, Lodge, McCauley and Sensenich, amongst others.



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Note that the only propeller(s) approved for an individual aircraft are those listed on the individual aircraft's Operating Limitations document or in the [PTL/1](#) (Propeller Type List) for the type (where applicable).

The Aeronca types are all classified as SEP (Group A) aircraft.

Aeronca Type Description

LAA Type 801 Aeronca O-58B

The Aeronca O-58B is a high wing army observation/liason aircraft of 1942 vintage. The O-58B (later designated the Aeronca L-3B) being a variant developed from the civil type-certificated Aeronca 65-TC tandem trainer, with revised glazing, controls and seating. Significantly, when flown solo the O-58B/L-3B is flown from the front seat whereas the 65-TC must be flown solo from the rear seat. The L-3B, of which some 875 were built, was a contemporary of the more well-known Piper L-4, Stinson L-5 and Taylorcraft L-2 from competing US light aircraft manufacturers. See also FAA TCDS [A-751](#).

LAA Type 802 Aeronca 11BC '1947 Super Chief'

The Aeronca 11BC is a simple high-wing aircraft of two-seat side-by-side configuration, a development of the earlier 11AC model. The fuselage and tail surfaces are of welded steel tube construction, the wings are mixed wood and metal, the whole aircraft being fabric covered. A tailwheel type undercarriage is fitted. The original engine was the Continental C85 although due to their scarcity these days, some have been re-engined with the Continental C90-12F. See also FAA TCDS [A-761](#).

LAA Type 803 Aeronca 65-TAC

The Aeronca 65-TAC is a two-seat tandem high wing aircraft of conventional configuration, with a strut-braced wing and tailwheel type undercarriage. It was designed as a military observation and army co-operation aircraft, which was type certificated in 1941 and built in significant numbers in the years that followed. Originally the type was powered by a Continental A65-8 although some now use the very similar A75-8. See also FAA TCDS [A-728](#).

LAA Type 804 Aeronca 7AC 'Champion', 7BCM(CONV) 'Army L-16A'

The Aeronca 7AC is a high wing aircraft of conventional configuration, with a single strut-braced wing and sprung tailwheel type undercarriage. The aircraft is of mixed construction, with welded steel tube fuselage and tail surfaces, and wood/metal wings, the whole being fabric covered. LAA administered examples have Continental C85-8F engines as an alternative to the original Continental A-65-8 under a factory approved modification which results in the type being redesignated as a 7BCM (CONV). See also FAA TCDS [A-759](#).

LAA Type 805 Aeronca C3

The Aeronca C3 aircraft was Type Certificated by the FAA in 1931 and manufactured by the Aeronca Aircraft Corporation and Aeronautical Corporation of America. The aircraft is a conventional cabin type with two side by side seats, a single, high, wire-braced wing and an undercarriage of an oleo sprung main undercarriage type with a tail skid. It is a simple aircraft of conventional mixed construction, with welded steel tube fuselage and tail surfaces and fabric covered spruce wings with metal covered ailerons. The original engine was a 36 hp Aeronca E-113C engine although some have a British licence-built version installed, the J.A.P. J.99. See also FAA TCDS [A-396](#).



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LAA Type 806 Aeronca K

Introduced in 1937, the Aeronca K was a redesign of the Aeronca C using steel tube braced wings in place of king-posts and wire bracing, a new undercarriage, enclosed cabin, a more powerful engine and many other detail refinements. Initial versions had a door on one side only. Originally powered by a 42 hp (31 kW) Aeronca E-113 the sole example based in the UK has a Lycoming O-145-B2 installed. See also FAA TCDS [A-634](#).

LAA Type 840 HAL-26 Push Pak

The Hindustan Aeronautics HAL-26 Push Pak is effectively a licence built Aeronca Chief. Approximately 160 examples were produced as basic trainers for use by Indian flying schools. The aircraft are powered by a Continental C90-8F engine. Two Push Paks are currently flying in the UK on LAA administered Permits to Fly.

LAA Type 804 Champion 7FC 'Tri Traveller'

The Champion 7FC Tri-Traveller is a variant of the Aeronca (and latterly Champion) 7-series aircraft which incorporated a nose wheel type undercarriage rather than the standard tailwheel type undercarriage used in all of the other models of the series. The nose wheel equipped 7FC model has shown a tendency to blow over while taxiing in strong winds and there is an approved modification to convert the type to the conventional tailwheel undercarriage to improve the ground handling. See also FAA TCDS [A-759](#).

LAA Type 804 Aeronca 7ACA

The Aeronca 7ACA is a type-certificated factory-built high wing aircraft of conventional configuration, with a strut-braced wing and tailwheel type undercarriage. Originally fitted with a Franklin 2A-120 two cylinder engine, examples have been retrofitted with a Continental C85-8F under a Supplemental Type Certificate. See also FAA TCDS [A-759](#).

LAA Type 804 Champion 7ECA Citabria

The Champion 7ECA is a two-seat fabric covered wood and metal high-wing tailwheel undercarriage equipped aircraft which was developed by Champion Aircraft Corp from the Aeronca 7 Champ series in the 1960s, powered by a Lycoming O-235-C1 engine driving a fixed pitch propeller. See also FAA TCDS [A-759](#).

Section 2 – Mandatory information for owners, operators and inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft rests with the owner. Condition No 3 of a Permit to Fly requires that: *"the aircraft shall be maintained in an airworthy condition"*.

2.1 Fast Build Kit 51% Compliance

Not applicable

2.2 Build Manual

Not applicable



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2.3 Build Inspections

Build inspection schedule: not applicable

Inspector approval codes A-A, A-M and V. Inspector signing off final inspection also requires 'first flight' endorsement.

2.4 Flight Manual

Flight Manuals should be available for most aircraft but should be used with caution if the aircraft has been modified in any way from original, such as with a different engine or propeller, for instance.

Some manuals for reference purposes are available at [Avialogs](#) for various [Aeronca](#) and [Bellanca](#) types.

2.5 Mandatory Permit Directives

The following MPDs are applicable to this aircraft type:

[MPD 1995-001 R5](#) Regarding ex C of A aircraft now operating on a Permit to Fly

Also check the LAA website for MPDs that are non-type specific ([TL2.22](#)).

2.6 LAA Required Modifications (including LAA issued AILs, SBs, etc)

There are no LAA mandatory modifications, LAA issued AILs or SBs for these aircraft types.

Note: Manufacturer issued Service Bulletins are listed in paragraph 3.3

2.7 Additional engine operating limitations to be placarded or shown by instrument markings

Notes:

- Refer to the engine manufacturer's latest documentation for the definitive parameter values and recommended instruments.
- Where an instrument is not fitted, the limit need not be displayed.

2.8 Control surface deflections

Refer to manufacturer's data for models not listed below.



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Control	Movement	O-58B	11AC 11BC	11CC	65-TAC		7AC	7BCM	7DC 7FC	7ECA
					LH	RH				
Ailerons	Up	27°	28°	28.5°	26.5°	29°	28.5°	28.5°	28.5°	27.5°
	Down	15.5°	18°	18°	17°	15°	18°	18°	18°	19°
Elevators	Up	19°	26°	24°	18°		25°	27°	24°	24°
	Down	25°	24.5°	26°	24°		15.5°	21.5°	24°	24°
Elevator tab	Up	33°	23°	14°	28.5°		20°	20°	17.5°	17.5°
	Down	12°	31°	44.5°	16.5°		34.5°	34.5°	37.5°	37.5°
Rudder	Left	32.5°	28°	28°	32°		25°	25°	25°	25°
	Right	30°	28°	28°	29°		24°	24°	25°	25°

2.9 Operating Limitations and Placards

Examples of mandatory Operating Limitations and placards for the various types are given below for reference purposes. Due to the various modifications to some aircraft, it must be noted that the wording on an individual aircraft's Operating Limitations document takes precedence, if different.

Aeronca O-58B:

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 590 kg
CG Range: 10.9 inches to 17.8 inches aft of datum
Datum Point is: Leading edge of the wing
 - 2.3 Engine Limitations
Continental A65-8F
Maximum Engine RPM: 2300
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 129 mph
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.



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Aeronca 11BC

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 567 kg
CG Range: 12.4 inches to 21.5 inches aft of datum
Datum Point is: Leading edge of the wing
 - 2.4 Engine Limitations
Continental C90-12F
Maximum Engine RPM: 2575
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 129 mph
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

Aeronca 65-TAC

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 544 kg
CG Range: 13.5 inches to 19.9 inches aft of datum
Datum Point is: Leading edge of the wing
 - 2.6 Engine Limitations
Continental A75-8
Maximum Engine RPM: 2600



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TADS 801 AERONCA O-58B
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TADS 806 AERONCA K
TADS 840 HAL-26 PUSHPAK

2.4 Airspeed Limitations

Maximum Indicated Airspeed (V_{NE}): 129 mph

2.5 Other Limitations

The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

Aeronca 7AC

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 553 kg
CG Range: 10.9 inches to 21.5 inches aft of datum
Datum Point is: Leading edge of the wing
 - 2.7 Engine Limitations
Continental A65-8
Maximum Engine RPM: 2300
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 129 mph
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

Aeronca 7ACA

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.



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TADS 803 AERONCA 65C
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TADS 805 AERONCA C3, 100
TADS 806 AERONCA K
TADS 840 HAL-26 PUSHPAK

Intentional spinning is prohibited.

- 2.2 Loading Limitations
Maximum Total Weight Authorised: 554 kg
CG Range: 10.6 inches to 21.5 inches aft of datum
Datum Point is: Leading edge of the wing
- 2.8 Engine Limitations
Continental C85-8F
Maximum Engine RPM: 2575
- 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 129 mph
- 2.5 Other Limitations

The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

Aeronca 7BCM

- 1. Maximum number of occupants authorised to be carried: Two
- 2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 533 kg
CG Range: 10.4 inches to 19.7 inches aft of datum
Datum Point is: Leading edge of the wing
 - 2.9 Engine Limitations
Continental C85-8F
Maximum Engine RPM: 2575
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 129 mph
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"



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TADS 801 AERONCA O-58B
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TADS 804 AERONCA 7AC, 7ACA, 7BCM, 7DC, 7ECA, 7FC
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A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

Aeronca 7ECA

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 748 kg
CG Range: 10.2 inches to 19.2 inches aft of datum
Datum Point is: Leading edge of the wing
 - 2.10 Engine Limitations
Lycoming O-235-C1
Maximum Engine RPM: 2800
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 162 mph
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

Aeronca 7FC (Modified)

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 659 kg
CG Range: 10.2 inches to 17.2 inches aft of datum at 540 Kg
15.0 inches to 17.2 inches aft of datum at 659 Kg
with straight line variation between points given
Datum Point is: Leading edge of the wing
 - 2.11 Engine Limitations
Continental C90-12F
Maximum Engine RPM: 2475



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TADS 840 HAL-26 PUSHPAK

- 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 135 mph
- 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

Aeronca C3

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
S/N, A-107 thru A-499 except A-320 and A-321:
Maximum Total Weight Authorised: 409 kg
CG Range: 16.0 inches to 19.5 inches aft of datum
Datum Point is: Leading edge of the wing
Note: Check also individual aircraft's Operating Limitations for variations
S/N A-320, A-321, A-500 and up:
Maximum Total Weight Authorised: 456 kg
CG Range: 17.3 inches to 20.0 inches aft of datum
Datum Point is: Leading edge of the wing
Note: Check also individual aircraft's Operating Limitations for variations
 - 2.3 Engine Limitations
J.A.P. J99
Maximum Engine RPM: 2400
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 100 mph (409 kg MTWA aircraft)
Maximum Indicated Airspeed (V_{NE}): 125 mph (456 kg MTWA aircraft)
Note: Check also individual aircraft's Operating Limitations for possible variations
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"



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TADS 801 AERONCA O-58B
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TADS 804 AERONCA 7AC, 7ACA, 7BCM, 7DC, 7ECA, 7FC
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TADS 806 AERONCA K
TADS 840 HAL-26 PUSHPAK

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Aeronca K

1. Maximum number of occupants authorised to be carried: Two
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:
 - 2.1 Aerobatic Limitations
Aerobatic manoeuvres are prohibited.
Intentional spinning is prohibited.
 - 2.2 Loading Limitations
Maximum Total Weight Authorised: 472 kg
CG Range: 12.6 inches to 14.5 inches aft of datum
Datum Point is: Leading edge of the wing
 - 2.12 Engine Limitations
Lycoming O145-B2
Maximum Engine RPM: 2550
 - 2.4 Airspeed Limitations
Maximum Indicated Airspeed (V_{NE}): 129 mph
 - 2.5 Other Limitations
The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

2.10 Maximum permitted empty weight

Not applicable

Section 3 – Advice to owners, operators and inspectors

3.1 Maintenance Manual

Maintenance Manuals should be available for most aircraft but should be used with caution if the aircraft has been modified in any way from original, such as with a different engine or propeller, for instance.

Some manuals for reference purposes are available at [Avialogs](#) for various [Aeronca](#) and [Bellanca](#) types.

For engine information, consult the relevant engine manufacturer's schedule.



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- TADS 840 HAL-26 PUSHPAK**

3.2 Standard Options

There are no standard options for these types.

Note: Any modifications to these types of aircraft require LAA Engineering approval for that specific modification and aircraft.

3.3 Manufacturer’s Information (including Service Bulletins, Service Letters, etc)

For LAA administered Aeronca types 100, C3, K, O-58B, 65C and Pushpak there are no airframe ADs that are currently applicable. It is recommended, however, that Inspectors and owners review the ADs existing for other Aeroncas to see whether any should apply by good sense.

When checking for applicable continuous airworthiness data, it should be noted that the Aeronca types have had various type certificate owners through the years.

Airworthiness Directives

<i>FAA AD No</i>	<i>Aircraft Type</i>	<i>Subject</i>	<i>Applicability</i>
47-20-01	11AC, 7AC, 7BCM	Gascolator bowl cleaning	All 7BCM and 11AC equipped with metal gascolator bowls.
47-20-02	11AC, 7AC	Oleo piston	7AC s/n 226 to 3721; and 11AC s/n 1 to 351.
47-30-01	11AC, 7AC	Lift strut wing attach fittings	s/n 7AC-1 to 4795 and 11AC-1 to 11AC-502.
47-30-05	11AC, 7AC	Exhaust stack inspection	7AC up to s/n 7AC-6797 and Model 11AC up to s/n 11AC-1697
47-30-08	65-CA, S-65-CA, 65-LA	Seat modification	All models 65-CA, S-65-CA and 65-LA.
48-04-02	11AC, 11BC, 7AC	Wing rib rework	11AC s/n 11AC-1 and up; 11BC s/n 11BC-1 thru 11BC-173; 7AC s/n 7AC-1 thru 7AC-7129;
48-08-02	11AC, 11BC, 11CC, 7AC, 7ACA, 7BCM, 7DC, 7ECA, 7FC	Cleveland wheels	All Aeronca 11 Series, Champion (Aeronca) 7 Series with Cleveland Model 6:00 DMB wheels (assy no C-38500).
48-13-07	11AC, S11AC	Turnbuckle fork replacement	11AC & S11AC s/n 1 thru 931.
48-39-01	7AC, 7ACA, 7BCM, 7DC, 7ECA, 7FC	Control stick rework	All Model 7 Series aircraft.
49-11-02	11AC, S11AC, 11BC, 11CC, 7AC, S7AC, 7BCM	Wing attach fitting	s/n (incl) S7AC & 7AC-1 to 7AC-1710; 7BCM-1 to 7BCM-339; 11CC-1 to -11CC-150; All S11AC, 11AC & 11BC.
49-15-01	11AC, S11AC, 11BC	Seat anchorage rework	All 11AC, S11AC and 11BC
52-28-01	11AC, S11AC	Fuel transfer placard	All 11AC & S11AC with aux fuel tank.



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- TADS 806 AERONCA K**
- TADS 840 HAL-26 PUSHPAK**

57-20-01	7FC	Fireproof steering link boot	7FC s/n 2 – 56.
67-03-02	7ECA, 7GCAA, 7GCBC, 7GCB	Fuel shut-off valve bracket	7ECA, 7GCAA, 7GCBC, and 7GCB
71-20-04	7ECA, 7GCAA, 7GCBC, 7KCAB	Lower fuselage longeron	7ECA s/n 145, 151, 182, 190, 194, 199, 207, 211, 212, 226, 228, 229, 233, 242, 250, 253, 269, 270, 276, 281 thru 284, 287, 289, 292, 296, 298 thru 303, 306, 308, 316, 317, 321, 325, 328, 335, 344, 353, 354 thru 357, 365, 381, 387, 388, 403, 411, 416, 417, 421, 423, 439, 442, 447, 448, 450, 452, 463, 464, 470, 497, 501, 504, 515, 518, 531, 532, 543, 546, 552, 557, 560, 564, 569; 7GCAA s/n 6, 8, 15, 44, 88, 91, 104, 106, 111, 112, 114, 125, 128, 141 thru 144, 150, 152, 154, 156 thru 167, 169, 172; 7GCBC s/n 4, 7, 10, 14, 15, 16, 36, 45, 79, 83, 84, 86 thru 90, 92 thru 95; 7KCAB s/n 3, 16 thru 22, 24 thru 37, 39 thru 45, 47, 48, 50, 51, 53, 54, 55, 57, 58, 61, 62 and 64.
72-20-06	7ECA, 7GCAA, 7KCAB, 7GCBC, 8KCAB	Aerobatic flight placard	7ECA (0-235-C1): s/n 840-72, 842-72 thru 871-72; 7GCAA: s/n 234-72 thru 242-72, 244-72 thru 246-72; 7KCAB: s/n 304-72 thru 310-72, 312-72 thru 320-72 and 322-72; 7GCBC (150 hp): s/n 346-72, 347-72, 349-72 thru 361-72, 363-72 thru 376-72; 8KCAB: s/n 13-72, 15-72 thru 37-72.
75-17-16	7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, 8GCBC	Engine power loss	7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, and 8GCBC – refer to AD for specific s/n and inspection criteria.
76-22-01	7 ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, 8GCBC	Exhaust system	7 ECA: s/n 1126-76 thru 1173- 76; 7GCAA: s/n 324-76 thru 332-76; 7GCBC: s/n 887-76 thru 942-76; 7KCAB: s/n 551-76 thru 584-76; 8KCAB: s/n 219-76 thru 265-76; 8GCBC: s/n 188-76 thru 228-76.



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<u>77-22-05</u>	7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBC, 7HC, 7KCAB	Operating limitations	7ECA: s/n 1 thru 722, 725, 723-70 thru 1238-78; 7GC: all s/n; 7GCA: all s/n; 7GCAA: 1 thru 198, 200 thru 204, 276, 205-70 thru 355- 78; 7GCB: all s/n; 7GCBC: 1 thru 201, 205, 207, 202-70 thru 1024-78; 7HC: all s/n; 7KCAB: 1 thru 208, 210 thru 226, 270, 271, 209-70 thru 617-77.
<u>79-07-02</u>	11AC, 11BC, 11CC, 7AC, 7ACA, 7BCM, 7DC, 7ECA, 7FC	Batteries	Exide AC78M and Willard W78M BATTERIES. Applies to those batteries manufactured during Dec 1978, Jan and Feb 1979, identified by the figures N-8, A-9 or B-9.
<u>79-22-01</u>	7ECA, 8KCAB, 8GCBC	Exhaust system	7ECA: s/n 985-74 thru 1319-79; 8KCAB: s/n 120-74 thru 550-79 (equipped with Lycoming AEIO-360); 8GCBC: s/n 1-74 thru 323-79;
<u>80-21-06</u>	7GC, 7GCB, 7HC, 7KC, 7GCA, 7GCBA, 7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB	Muffler core & body assembly	7GC, 7GCB, 7HC, 7KC, 7GCA, 7GCBA, 7ECA: s/n prior to 985-74; 7GCAA: s/n prior to 280-74; 7GCBC: s/n prior to 604-74; 7KCAB: s/n prior to 405-74; 8KCAB: s/n prior to 120-74;
<u>80-25-07 R1</u>	7ECA, 7GCAA, 7GCBC, 7KCAB, 8GCBC, and 8KCAB	Oil coolers	Stewart-Warner oil coolers. Cooler model types and cooler s/n as listed in AD.
<u>81-16-04</u>	8KCAB, 7ECA, 7GCAA, 7GCBC, 7KCAB	Competition harness installation	8KCAB, 7ECA, 7GCAA, 7GCBC and 7KCAB all s/n certificated in Aerobatic category.
<u>89-18-06</u>	7ECA, 7GCAA, 7GCBC, 7KCAB, 8GCBC, 8KCAB	Front folding seats	7ECA, 7GCAA, 7GCBC, 7KCAB, 8GCBC and 8KCAB all s/n when equipped with folding front seats
<u>96-09-06</u>	65-CA, 7ACA, 7ECA, 7FC	Air filter assemblies	All aircraft with Brackett air filter assembly installed fitted with a neoprene gasket.



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<u>96-18-02</u>	8KCAB, 8GCBC, 7GCBC, 7ECA, 7GCAA, 7KCAB	Wing strut attach fittings	8KCAB: s/n 643-90 thru 768-96; 8KCAB: all s/n equipped with metal spar wings, wing assy p/n 7-1521 (installed in accordance with American Champion Service Kit 403); 8GCBC: s/n 361-91 thru 377-96; 8GCBC: all s/n equipped with metal spar wings, wing assy p/n 7-1542; 7GCBC: airplanes, serial numbers 1200-94 through 1215-96; 7GCBC: all s/n equipped with metal spar wings, wing assy p/n 7-1545; 7ECA: s/n 1355-95 thru 1358-96; 7ECA, 7GCAA, 7KCAB: all s/n equipped with metal spar wings, wing assy p/n 7-1567.
<u>2000-25-02 R1</u>	7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7FC, 7JC, 11AC, S11AC, 11BC, S11BC, 11CC, S11CC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC, 8KCAB	Wood spars	All models, all s/n that are equipped with wooden wing spars.
<u>2005-24-10</u>	7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, 8GCBC	POH limitation and flight control cable inspection	All 7ECA, 7GCAA, 7GCBC, 8KCAB and 8GCBC built pre 12/08/05 with less than 250 hrs TIS. All 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB and 8GCBC have installed a flight control cable (or flight control cable included in a wing retrofit kit) that was purchased from American Champion Aircraft Corp. (ACAC) before 12/08/05 and have less than 250 hrs TIS since the above installation.
<u>2006-03-08</u>	7AC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC, 8KCAB.	Vacuum pumps	If ADV200 series vacuum pump installed.
<u>2006-12-07</u>	Lycoming 320, 360 and 540 powered aircraft	ECi cylinders	If ECi cylinders are installed.



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2009-22-02	7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, 8GCBC	Rear seat back hinge area & bolt hole	7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, 8GCBC all s/n built pre- 1989, equipped with folding rear seat backs.
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The [FAA Airworthiness Directives](#) database should be checked for new or revised ADs.

In the absence of any over-riding LAA classification, inspections and modifications published by the manufacturer should be satisfied according to the recommendation of the manufacturer. It is the owner's responsibility to be aware of and supply such information to their Inspector.

Service Letters:

Over the years, the various Aeronca Type Certificate holders have produced various Service Letters (SL) and Service Helps and Hints leaflets (SHH). Some of these are listed below:

<i>Ref Number</i>	<i>Description</i>	<i>Associated FAA AD</i>
SL 120	Carburettor airbox alternate air valve replacement	75-17-16
SL 401	Front folding seat	89-18-06
SL 406 Rev A	Wood spar inspection	2000-25-02 R1
SL 417 Rev C	Installation of inspection covers for wood spar inspection	2000-25-02 R1
SL 427 Rev B	Inspection of Nicopress sleeves	2005-24-10
SL C-125	Reinforcement of the front adjustable seat (p/n 7-1498)	89-18-06
SL C-127	Airspeed restriction/front strut replacement	77-22-05
SL C-128	Acrobatic manoeuvres placard/accelerometer markings/operating limitations card change	77-22-05
SL C-138	Exhaust system inspection	79-22-01
SL C-139	Inspection of wing rib/spar attachment and leading edge support block nails	2000-25-02 R1
SHH 12	Installation of landing gear snare cable and replacement of fibre piston in oleo cylinders	47-20-02
SHH 13	Installation of 2-893 fitting – front strut wing attachment	47-30-01
SHH 15	Replacing of glass gascolator bowls with metal gascolator bowls	47-20-01
SHH 15 & 18	Inspection, replacement, draining and cleaning of gascolator bowls	47-20-01
SHH 17	Nose rib repair replacement	48-04-02
SHH 25	Exhaust stack failures	47-30-05
SHH 31	Change of steering link boots (p/n 2-1523)	57-20-01
SHH 33	Installation of auxiliary fuel valve warning placard	52-28-01
SHH 73	Installation of rudder pedal stop	67-03-02



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SHH 96	Reinforcement of fuselage longeron at landing gear	71-20-04
SHH 104	Control cables replacement	72-20-06
SHH 118A	Replacement of carburettor air box alternate air valve	75-17-16

3.4 Special Inspection Points

Note: Refer to tables above for hyperlinks to associated documents.

1. FAA AD 47-20-01 Gascolator Bowl Cleaning.

This AD requires repetitive inspection annually (i.e. at Permit to Fly revalidation) when quick-drain valves are installed or 25 hour repetitive inspections when quick-drain valve not installed. See also Service Helps and Hints 15 and 18.

2. 47-30-05 Exhaust stack inspection.

This AD requires a repetitive inspection to be carried out every 50 hours. For LAA aircraft this inspection may be deferred to the following Permit to Fly revalidation inspection or up to 75 hours whichever occurs first. When deferring inspection beyond 50 hours a serviceable proprietary aircraft Carbon Monoxide Detector must be fitted in the aircraft cockpit in full view of the occupants. See also Service Helps and Hints 25.

3. 48-08-02 Cleveland wheels

This AD applies to aircraft equipped with Cleveland Model 6:00 DMB Wheels, assembly number C-38500. The AD requires repetitive inspection every 100 hours, but for LAA aircraft the inspection may be deferred to the following Permit revalidation inspection or up to 150 hours, whichever occurs first.

3.5 Special Test Flying Issues

There are no special test flying issues.

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Please report any errors or omissions to LAA Engineering: engineering@laa.uk.com