



THE OLDFIELD BABY GREAT LAKES

Modern aerobatic experts like Harold Krier have thrilled airshow crowds with equal demonstrations of the airplane's agility.

And the Great Lakes has had an influence beyond itself. It has inspired a few of the popular small biplane designs which appeal to so many homebuilders. One in particular is the Baby Great Lakes, taking the name if not the actual appearance, and being another aircraft which is promoted in plan form by the same company. Like its larger ideal, the Baby Great Lakes is an agile aerobatic performer which gets the most out of relatively small engine sizes.

The original Great Lakes was powered by a variety of engines, most commonly the 80-hp Cirrus and, later, the inverted 85-hp Cirrus (in the E Model). Inline Menascos of 125-to-160-hp and radials from Continental, Kinner, and Warner of up to 240 hp also have been fitted. While something

	GREAT LAKES SPORT TRAINER	BABY GREAT LAKES
Wingspan, ft. . . . .	.26.66	.16.66
Length, ft. . . . .	.20.33	.13.75
Height, ft. . . . .	.7.33	.4.5
Wing area, sq. ft. . . . .	.187.6	.86.0
Airfoil section	M-12	M-6 (mod)
Gross weight, lb. . . . .	.1,618	.850
Empty weight, lb. . . . .	.1,025	.475
Engine, bhp . . . . .	.165	.80
Fuel capacity, gal. . . . .	.26	.12
Speed, max. mph . . . . .	.138	.135
Cruising, mph . . . . .	.125	.118
Rate of climb, fpm . . . . .	.1,800	.2,000
Stalling speed, mph . . . . .	.40	.50
Service ceiling, ft. . . . .	.14,000	.17,000
Takeoff roll, ft. . . . .	.290	.300
Landing roll, ft. . . . .	.400	.400