

***AMERICAN CHAMPION
CITABRIA***

7GCBC

CHECKLIST

ZK-CIT

PRE-FLIGHT INSPECTION

This section covers the recommended procedure for the conduct of the pre-flight inspection for the AMERICAN CHAMPION AIRCRAFT CORPORATION – 7GCBC CITABRIA aeroplane.

The aeroplane should be given a thorough pre-flight and walk-around inspection including visual check all inspection plates and the general condition of the aeroplane. The pre-flight should include a check of the aeroplane's operational status, computation of weight & C.G. limits, take-off/landing distances, & in flight performance. A weather briefing should be obtained for the intended flight, & any other factors relating to a safe flight should be checked before take-off. (*Refer to personal minimums checklist*)

If night flying is planned check the operation of all lights and make sure a flashlight is available for each crewmember.

General Position

Other Aircraft	Clear
Hanger Doors	Not in front of open doors
Fire Extinguisher	Available

Cockpit

Cabin Door	Check condition, security
Flight Controls	Check freedom of movement
Magneto Switches	Off
Radio/Nav aids	Off
Master Switch	On
Navigation & Strobe	Check
Stall Warning	Check
Master Switch	Off
Fuel Quantity Gauges	Check quantities
Fuel Shut-off Valve	On
Flaps	Lowered
Trim (<i>elevator</i>)	Check full travel
Seat Belts	Check condition, secure rear belt and harness if not in use.

Right Wing

Wing Root Fairing	Check secure
Flaps & Hinges	Check condition, freedom of movement
Aileron & Hinges	Check condition, freedom of movement
Wing Tip and Light	Check condition

Wing and Strut	Check condition and security
Tie Down	Remove
Pitot-Static Tube	Check unobstructed
Fuel Tank	Check quantity visually, cap secure
Wing Fabric	Check condition

Right main gear

Chocks	Remove
Wheel Fairing	Check condition & security
Tyres	Check condition, inflation (35 psi)
Brake Block & Disc	Check condition

Nose Section

General Condition	Check
Windshield	Check condition, cleanliness
Oil	Check quantity
Dipstick	Properly secure
Fuel	Drain gascolator (<i>purge approx 4 sec</i>)
Engine Compartment	Check condition and for leakage
Cowling & Inspection Door	Check condition security
Propeller & Spinner	Check condition & security
Carburettor Air Filter	Check condition
Landing Light	Check condition
Exhaust Pipe	Secure

Left main gear

Chocks	Remove
Wheel Fairing	Check condition & security
Tyres	Check condition, inflation (35 psi)
Brake Block & Disc	Check condition

Left Wing

Fuel Tank	Check quantity visually, cap secure
Fuel Tank Vent	Check unobstructed
Stall Warning Vane	Check freedom of movement
Wing and Strut	Check condition and security
Tie Down	Remove
Wing Tip and Light	Check condition
Aileron & Hinges	Check condition, freedom of movement
Flaps & Hinges	Check condition, freedom of movement
Wing Root Fairing	Check secure
Fuel Tank Sump	Drain & check for water
Wing Fabric	Check condition

Fuselage - left side

Fabric	Check condition
Window	Check condition & cleanliness
Fuel Belly Drain	Drain & check for water
Radio Antenna(s)	Check secure

Empennage

Horizontal Stabilizer	Check condition
Bracing Wires	Check security
Vertical Stabilizer	Check condition
Tail Light	Check condition
Elevator & Hinges	Check condition, freedom of movement
Elevator Trim Tab	Check condition, freedom of movement
Rudder Gust Lock	Remove
Rudder & Hinges	Check condition
Tailwheel	Check condition, inflation (40 psi)
Tie-Down	Remove

Fuselage - right side

Fabric	Check condition
Radio Antenna(s)	Check secure
Fuel Tank Sump (right wing)	Drain & check for water

Note: There is no fuel belly drain on right side.

PERSONAL MINIMUMS CHECKLIST

Pilot

Recency Take-off & landing last 90 days
Experience on type
Aerodrome & Airspace Familiar
Physical Condition **I** Illness – any illness or symptoms
M Medication – DAME approval
S Stress – effect on performance
A Alcohol - none in last 24 hours
F Fatigue – fit and rested
E Eating – adequately nourished
“I’m Safe” – YES/NO

Aircraft

Fuel Reserves Adequate (above minimum)
Aircraft Performance Gross weight checked
Load distribution checked
Density altitude checked
Performance charts checked
Aircraft Equipment Avionics – Familiar with equipment
Nav aids – Appropriate to the flight
Charts/maps – Current issue
Clothing – Suitable for the flight
Survival gear – Appropriate to the flight

Airport Conditions

Crosswind Maximum for aircraft - Pilot recency
Runway Length Checked against aircraft performance

Weather Conditions

Reports and Forecasts Obtained and checked
Ceiling & visibility checked
Icing conditions – Check freezing level
Thunderstorms
Severe turbulence

External Pressures

Trip Planning Allowance for delays
Diversion Alternate plans
Personal Equipment Credit cards, clothing, personal needs

AEROPLANE SPECIFICATION

The following specifications are those which are significant to the safe operation of the AMERICAN CHAMPION AIRCRAFT CORPORATION – 7GCBC CITABRIA aeroplane.

All recommended airspeeds in this section are INDICATED AIRSPEEDS (IAS) with the aircraft loaded to the maximum Take-off Weight of 748 kg (1650 lbs).

Performance for a specific aeroplane may vary from published figures depending upon the equipment installed, the condition of the engine, aeroplane and equipment, atmospheric conditions and piloting technique. Pilots should refer to the Flight Manual (FM) and Pilots Operating Handbook (POH).

Maximum Take-off Weight (MTOW)	1800 lb
Basic Empty Weight	1293.0 lb
Fuel Capacity (Litres Usable)	136 litres
Oil	8 US qts max (normally operate @ 6 US qts)
Vne (Never Exceed)	162 MPH
Vno (Normal Operating)	120 MPH
Va (Manoeuvring @ MTOW)	120 MPH
VS ₀ (stall with full flap at MTOW)	47 MPH
VS ₁ (stall with no flap at MTOW).....	51 MPH
Vx (Best Angle of Climb, 14° Flap)	58 MPH
Vy (Best Rate of Climb)	69 MPH
Cruise Climb	90 MPH
Vfe (maximum flap operating speed)	90 MPH
Best Glide Speed (MTOW)	65 MPH
Take-off Safety Speed	58 MPH
Minimum Approach Speed (no flap @ MTOW)	60 MPH
Minimum Approach Speed (full flap @ MTOW).....	58 MPH
Turbulence Penetration Speed (MTOW)	90 MPH
Maximum Crosswind Component	15 KTS

NORMAL CHECKLIST

This section covers the recommended normal operating procedure using an abbreviated checklist format for the AMERICAN CHAMPION AIRCRAFT CORPORATION – 7GCBC CITABRIA aeroplane.

Pre-Start Checks

Pre-flight Inspection	Completed
Documentation	M.R. and Flight Manual
Seat (front)	Adjusted and secure
Seat Belts/Shoulder Harness	Fastened (<i>front and rear</i>)
Cabin Door	Closed and secure
Parking Brake	Set
Radio/Nav aids	Off
Controls	Free and correct sense
Trim (<i>elevator</i>)	Full travel/set for take-off
Mixture	Rich
Carburettor Heat	Cold
Master Switch	On
Magneto Switches	ON (left & right)
Circuit Breakers	In

Cold Start

Prime	As required (*) - check locked
Throttle	Cracked open (1/2" – 1")
Propeller	LOOKOUT – "Clear Prop"
Starter Button	Push (<i>release when engine starts</i>)

Hot Start

Prime	Locked
Throttle	Cracked open (1/2" – 1")
Propeller	LOOKOUT – "Clear Prop"
Starter Button	Push (<i>release when engine starts</i>)

* *The use of the fuel primer will vary with each engine and temperature condition. If the engine is warm, little or no prime is required. During cold weather conditions, 4 priming strokes may be required.*

CAUTION - *Do not overprime or excessively pump the throttle (carburettor accelerator pump) due to the resulting fire hazard.*

CAUTION - Limit the use of the starter to 30 seconds duration maximum with a two-minute cooling off period between each starter engagement.

Flooded Start

To clear an engine that has been flooded due to excessive priming proceed as follows:

- Magneto Switches Off
- Mixture Idle cut-off
- Throttle Fully open
- Propeller LOOKOUT – “Clear Prop”
- Starter Button Engage (*for several revolutions*)

Repeat normal starting procedures – No Prime

After Start

- Throttle 800 RPM – Cold start
1000 RPM – Hot start
- Oil Pressure Yellow arc (*within 30 seconds*)
- Ammeter Checked
- Turn Co-ordinator Flag away
- Radio/Nav aids On – set as required
- Strobes (*Anti-collision*) On
- Parking Brake Off

Taxiing Checks

- Brakes Checked
- Steering Checked
- Flight Instruments Checked

<p>LEFT TURN</p> <ul style="list-style-type: none"> • Left turn indicated, ball skidding • Compass decreasing • D.I. decreasing 	<p>RIGHT TURN</p> <ul style="list-style-type: none"> • Right turn indicated, ball skidding • Compass increasing • D.I. increasing
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Taxi operations during high winds require the conventional use of the flight controls. With a headwind or quartering headwind, place the control stick full aft and into the wind. With a tail wind or quartering tail wind, use the opposite procedures. The use of the wheel brakes in conjunction with the rudder will assist the pilot in maintaining directional control.

During taxiing, the mixture should be FULL RICH and the carburettor/alternate air COLD to ensure good engine cooling and filtered air. Prolonged idle below 1000 RPM is not recommended due to plug fouling and insufficient cooling air when the aircraft is not in motion.

High power operation (above 2200 RPM) and engine run-up should be made into the wind and kept to a minimum especially during high temperature conditions. The stick should also be held full aft to prevent the possibility of the aircraft nosing over.

Run-Up

Parking Brake	On
Throttle	1000 RPM
Engine Instruments	Checked
Mixture	Full rich
Throttle (<i>Check Behind</i>)	1700 RPM
Engine Instruments	Checked (<i>Green Arc</i>)
Carburettor Heat	Checked (<i>min drop 50 RPM</i>)
Magnetos	Checked (<i>max drop 175 RPM</i> <i>max diff 50 RPM</i>)
Throttle	Idle check
Throttle	1000 RPM

Pre-Take-off

Trim (<i>elevator</i>)	Set for take-off
Fuel Shut-off Valve	ON – Check contents
Flaps	Set - as required
Mixture	Full Rich
Primer	Check Locked
Carburettor Heat	Cold
Magnetos	Both
Flight Controls	Full & free movement
Flight Instruments	Checked & set as required
Radio/Nav aids	Set as required
Seat Belts/Shoulder Harness	Fastened
Cabin Door/Window	Closed and secure
Emergency Briefing	Given
Departure Briefing	Given
Parking Brake	Off

Take-off Safety Brief

Runway	Details – Direction, length
Take-off Considerations	Wind direction/velocity
	Crosswind component
	Wet/Dry runway
Weather Conditions	Consider ceiling/visibility
Take-off Safety Speed	<u>58</u> MPH
Best Rate of Climb (Vy)	<u>68</u> MPH
Engine Failure Actions	Control speed <u>65</u> MPH
	Terrain/Obstacles - Intentions
	Landing intentions
Evacuation Procedure	Passenger briefing

Holding Point

Fuel Shut-off Valve	On
Mixture	Full rich
Transponder	On (<i>Altitude Mode</i>)
Strobes (<i>Anti-collision</i>)	On
LOOKOUT	Final approach
Compass/Directional Indicator	Check alignment
Windsock	Checked

Take-off characteristics are conventional. It is recommended to raise the tail with the elevator as soon as possible for better forward visibility and directional control. In the level flight attitude, the wheel brakes are very sensitive. It is recommended that directional control be maintained with the use of rudder only.

During crosswind conditions, place the control stick into the wind (up wind aileron UP) and assume a tail high attitude with the elevator to prevent drifting or premature lift-off.

After Take-off - (minimum 300ft AGL)

Flaps	Retracted
Engine Instruments	Check T&P's (<i>Green Arc</i>)

Cruise Check

Accelerate	Cruise IAS
Power	Set as required*
Mixture	Set as required*
Engine Instruments	Check T&P's (<i>Green Arc</i>)
Trim	Relieve load
QNH	Area QNH set

*For all power and mixture settings refer to *Pilots Operating Handbook*

Approach Review

Aerodrome Review Completed
Approach Brief Completed

Top of Descent Checks

Frequencies Checked and set
Engine Instruments Check T&P's (*Green Arc*)
Mixture Rich
QNH Local QNH set
Compass/Directional Indicator Alignment

Pre-Landing Checks (BUMFISH)

Brakes Off – Check pressure
Undercarriage Fixed down
Mixture Rich
Fuel Shut-off Valve ON – Check contents
Instruments (*Engine*) Check T&P's (*Green Arc*)
Seat Belts/Shoulder Harness Fastened
Hatches (*Door & Window*) Closed and secure

Finals Checks (300ft)

Undercarriage Fixed down
Flaps As required
Clearance To land
Windsock Checked

After Landing Checks (FROST) (*Clear of the Runway*)

Flaps Identified and retracted
Radio R/T completed
Oil T&P's Checked
Strobes (*Anti-collision*) Off
Trim (*elevator*) Set for take-off
Transponder Off

Shut-Down Checks

Parking Brakes Set
Throttle 1000 RPM
Radio/Nav aids Off
Magnetos Checked
Engine Instruments Check T&P's
Mixture Idle cut-off
Throttle Closed

Magnetos Off
 Master Switch Off
 Controls Secure

Post-Flight Actions

Inspection Completed

NOTE – *If high winds are anticipated, the aircraft should be hangered. If the aircraft must be left out, park into the wind and use additional tie-down ropes for security. Place the flaps in the FULL DOWN position and secure the forward control stick with the lap belt.*

Pre-Stall/Spin/Aerobatic Checks (HASELL)

Prior to carrying out training or practice in stall, spins and aerobatics the pilot shall complete the following checklist.

H Height Sufficient to recover by 3000ft
 AGL when solo
A Airframe Flaps - as required
 Cabin doors – Closed & secure
 Trim - neutral
S Security No loose articles
 Seat Belts - Fastened
E Engine Instruments – Green sector
 Mixture - Rich
L Location Not over built-up area or clouds
L Lookout Initial stall – 360° clearing turn
 Subsequent stalls - 90° turns

The following aerobatic manoeuvres and entry speeds are approved, with no baggage and the centre of gravity (CoG) within the limits specified for the acrobatic category.

Chandelle, Lazy Eight 120 MPH
Barrel Roll 120 MPH
Aileron Roll 120 MPH
Immelman 145 MPH
Loop 140 MPH
Vertical Reversal (stall turn) 140 MPH
Half Cuban Eight 145 MPH
Spins Slow Deceleration
Inverted Flight limited 30 seconds

ENGINE MALFUNCTIONS

Engine Failure during Take-Off (not airborne)

Sufficient Runway Remaining:

Throttle Closed Immediately
Brakes Apply (*to stop on remaining runway*)

Insufficient Runway Remaining:

Throttle Closed Immediately
Brakes Apply as required
Mixture Idle Cut-Off
Fuel Shut-off Valve Off
Magnetos Off
Master Switch Off

CAUTION – *If the tail has been raised then hold the level flight attitude while the aircraft decelerates. Note: the wheel brakes are very sensitive.*

Engine Failure during Take-Off (if airborne)

Sufficient runway remaining:

Control Aircraft Smoothly lower nose/wings level
Airspeed Maintain above the Stall
Directional Control Maintain

Land straight ahead, after touchdown maintain directional control and manoeuvre to avoid obstacles. Land in the three (3) point attitude.

Insufficient runway remaining:

Control Aircraft Smoothly lower nose/wings level
Airspeed 65 MPH (*maintain above stall*)
Choose Landing Area Heading alteration +/- 30⁰
Flaps As required
Directional Control Maintain – make only shallow turns to avoid obstacles
If time permits (*vital actions*) Carby Heat – On
Fuel Shut-off Valve - On
Mixture – Rich
Oil T&P's – Checked
Switches (*Magnetos*) – On (*Both*)
Throttle – Checked (*Open 1/3*)

If restart not possible (*shutdown*)..... Fuel Shut-off Valve – Off
Mixture – Idle Cut-Off
Magnetos – Off
Master Switch – Off

WARNING – Maintain flying speed at all times and do not attempt to turn back towards the runway unless sufficient altitude has been achieved. Land in the three (3) point attitude.

Engine Failure in Flight (Emergency Landing)

Control Aircraft Glide Attitude/wings level
Airspeed 65 MPH
Initial Actions (*vital actions*) Carby Heat – On
Fuel shut-off valve – On
Fuel Contents - Checked
Mixture – Rich
Oil T&P’s – Checked
Switches (*Magnetos*) – On (*Both*)
Throttle – Checked (*open 1/3*)
Planning Selection of Field/flight path
Apply W.O.S.S.S.E.T. checks
Mayday Call Completed (121.5 Mhz)
Squawk 7700
Trouble Checks C.F.M.O.S.T.
Decision Assess progress
Passenger Brief Completed
If restart not possible (*shutdown*)..... Fuel shut-off valve – Off
Mixture – Idle cut-Off
Magnetos – Off
Master switch – Off
Final Approach Maintain best glide speed
Flaps – Selected as required
Sideslip – As required
Landing Touchdown with minimum
airspeed (*three point full stall*)
if landing on rough terrain.

NOTES:

1. If the propeller stops windmilling, then the engine starter may be engaged in flight to attempt a restart.

2. Slipping the aircraft by cross controlling the rudder and ailerons will increase the rate of descent either with or without flaps. If a cross wind exists, place the lower wing into wind.

3. If necessary, after the aircraft has come to a complete stop, remove and activate the ELT from the aircraft for increased transmitting range. Tips on survival may be found in the emergency section of the ERSA.

Loss of Oil Pressure

Loss of oil pressure may be either partial or complete. A partial loss of oil pressure usually indicates a malfunction in the oil pressure regulating system, and a landing should be made as soon as possible to investigate the cause and prevent engine damage.

A complete loss of oil pressure indication may signify oil exhaustion or may be the result of a faulty gauge. In either case, proceed towards the nearest aerodrome, and be prepared for a forced landing. If the problem is not a pressure gauge malfunction, the engine may stop suddenly. Maintain altitude until such time as a dead stick landing can be accomplished. Don't change power settings unnecessarily, as this may hasten complete power loss.

Depending on the circumstances, it may be advisable to make an off aerodrome landing while power is still available, particularly if other indications of actual oil pressure loss, such as sudden increase in temperatures, or oil smoke, are apparent, and an aerodrome is not close.

If engine stoppage occurs, proceed to Engine failure in Flight (Emergency Landing).

High Oil Temperature

An abnormally high oil temperature indication may be caused by a low oil level, an obstruction in the oil cooler, damaged or improper baffle seals, a defective gauge, or other causes. Land as soon as practical at an appropriate aerodrome and have the cause investigated.

A steady, rapid rise in oil temperature is a sign of trouble. Land at the nearest aerodrome and have a LAME investigate the problem. Watch the oil pressure gauge for an accompanying loss of pressure.

Carburettor Icing

Carburettor Heat On
Mixture Adjust for max. smoothness

Partial Power Loss / Rough Running

Control Aircraft	Glide attitude/wings level
Airspeed	65 MPH (<i>minimum</i>)
Initial Actions (<i>vital actions</i>)	Carby heat – On
	Fuel shut-off valve – On
	Fuel contents – Checked
	Mixture – Rich
	Oil T&P’s – Checked
	Switches (<i>Magnetos</i>) – On (<i>Both</i>)
	Throttle – Checked

If the problem continues land as soon as practical using “Precautionary Landing Approach” procedure.

Carburettor icing is indicated if a gradual RPM loss is noticed. The carburettor/alternate air should be FULL HOT as long as suspected icing conditions exist.

Precautionary Landing Procedure

A precautionary landing approach should be used whenever power is still available but a complete power failure is considered imminent. Maintain a higher and closer pattern than normal in attempt to remain in gliding distance of the intended touchdown point. Use the normal landing procedure in addition:

Airspeed	65 MPH recommended
Throttle	Closed when in gliding distance of the landing area
Final Approach	Flaps – selected as required
	Sideslip – As required
Landing	Touchdown with minimum airspeed (<i>three point full stall</i>) if landing on rough terrain.

NOTES:

1. *Slipping the aircraft by cross controlling the rudder and ailerons will increase the rate of descent either with or without flaps. If a cross wind exists, place the lower wing into wind.*

2. *If necessary, after the aircraft has come to a complete stop, remove and activate the ELT from the aircraft for increased transmitting range. Tips on survival may be found in the emergency section of the ERSA.*

Plan a “Precautionary Landing Approach” as complete engine failure is possible at any time.

FIRES

Engine Fire during Start

If the fire is believed to be confined to the intake or exhaust system (as the result of flooding the engine)

Starter	Continue cranking to get a start which would suck the flames and accumulated fuel through the air inlet and into the engine.
Mixture	Idle cut-off
Throttle	Fully open
Fuel Shut-off Valve	Off
Magnetos	Off (<i>Both</i>)
Master Switch	Off

If the fire persists or is not limited to intake or exhaust system (as soon as the propeller stops), exit the aircraft immediately and direct a fire extinguisher through the bottom of the nose cowl or through the cowl inspection door.

NOTE – *If a fire does occur the aircraft must be inspected by a LAME prior to further operation.*

Engine Fire in Flight

Control Aircraft	Glide Attitude/wings level
Airspeed	65 MPH (<i>minimum</i>)
Fuel Shut-off Valve	Off
Mixture	Idle cut-off
Throttle	Fully open
Magnetos	Off (<i>Both</i>)
Master Switch	Off
Cabin Heat	Off
Fire Extinguisher	Use if available

Land immediately using the emergency landing procedure. The master switch will need to be 'on' to transmit the Mayday call, then select 'off'.

If the fire is not extinguished, increase glide speed to find an airspeed, which will provide an incombustible mixture.

WARNING – *Do not attempt to restart engine.*

Electrical Fire

An electrical fire is unusually indicated by an odour of hot or burning insulation.

Master Switch Off
Electrical Switches All Off
Radio/Navaid Switches All Off
Magnetos Leave On
Air Vents/Windows Open if necessary for smoke
removal and ventilation
Fire Extinguisher Use if available

If the fire continues, land immediately.

If fire/smoke stops and electrical power is required for the remainder of the flight, proceed as follows:

Master Switch On
Circuit Breakers/Fuses Checked – DO NOT reset

Turn on the desired circuit switch. Allow sufficient time between turning on each switch in order that the faulty circuit may be located and switched OFF.

Avionics Master (if installed) or individual radio's may be turned on as required.

Cabin Fire

Master Switch Off
Vents/Cabin Air/Heat Closed (*to avoid drafts*)
Fire Extinguisher Use if available

WARNING – *After discharging an extinguisher within a closed cabin, ventilate the cabin.*

Land as soon as possible to inspect for damage.

Wing Fire

Navigation Light Switch Off
Wing Strobe Light Switch Off (*if installed*)
Pitot Heat Switch Off (*if installed*)

NOTE – *Perform a sideslip to keep the flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.*

ALTERNATOR / ELECTRICAL FAILURE

Alternator Failure

An alternator failure is indicated by a steady discharge on the ammeter.
Master Switch Cycle in attempt to reset the
overvoltage relay

If excessive battery discharge continues, turn 'off' all non-essential electrical switches to conserve battery power. Land as soon as practical as the battery will furnish electrical power for a limited time only.

If only one circuit (e.g. radio) appears to be inoperative, remove and replace the suspected fuse with a spare of the same amperage rating. The spare fuses are located above the regular fuses in use.

NOTE – *Engine operation is unaffected by a complete electrical system failure with the exception of the engine starter.*

UNUSUAL FLIGHT CONDITIONS

Severe Turbulence

To prevent overstressing the airframe do not exceed 120 MPH in rough air. To minimise personal discomfort, decrease the IAS to below 80. Maintain a level flight attitude rather than flying by reference to the altimeter and airspeed indicator as the pitot static instruments may become very erratic

In-flight Overstress

Should an overstress occur due to exceeding the airspeed or load factor limits, aerobatics should be terminated immediately. Fly at a reduced airspeed, (60-70 MPH) to a suitable landing point. DO NOT under any circumstances, make large control movements or subject the aircraft to additional G loadings above that required for straight and level flight. After landing, the aircraft should be inspected by a LAME prior to the next flight.

NOTE - *After landing the aircraft is to removed from service and the maintenance release endorsed. The aircraft is not to be flown until it has been inspected and the maintenance release endorsement cleared by the inspecting LAME.*

Airframe Icing

If airframe icing detected, turn back or change altitude to obtain an OAT that is less conducive to icing. With extremely rapid build-up, select a suitable off-airport landing field.

Landing with a Flat Main Tyre

Approach Normal
Wing Flaps Full Down
Touchdown Land in the three point attitude,
Good Tyre first, hold off flat tyre
as long as possible with aileron
control

Stall Recovery

The Citabria stall characteristics are conventional. The Stall warning horn, which sounds between 5-10 MPH above stall in all configurations.

Aileron control response in a fully stalled condition is marginal. Large aileron deflections will aggravate a near stalled condition and their use is not recommended to maintain lateral control. The rudder is very effective and should be used to prevent further yaw in a stalled condition with ailerons placed in a neutral position.

To recover from a stall, proceed as follows:

Nose Attitude LOWER with forward movement
of the control stick
Throttle FULLY OPEN – Simultaneously
with control stick movement
Lateral Control Prevent Yaw with rudder, avoid
the use of ailerons until no longer
stalled

Spin Recovery

If a spin is inadvertently entered, immediate recovery should be initiated. The recovery procedure is as follows:

Throttle CLOSED
Turn Indicator Identify direction of rotation
Rudder FULL DEFLECTION opposite
direction of rotation
Elevator Slightly forward of neutral
Ailerons Neutral position
When rotation stops (1/2 - 1 turn after recovery initiated)
Rudder NEUTRALISE
Wings Level
Nose Attitude RAISE smoothly to level flight
attitude

NOTE - During the spin recovery, the airspeed will build very rapidly with a low nose attitude. Do not use full or abrupt elevator control movements.

Open Door

The cabin doors on the Citabria 7GCBC are fitted with a latch mechanism, so the chances of it springing open in flight are remote. However, should the pilot forget to lock the door, it may spring partially open. This will usually happen at take-off or soon afterward. An open door will not affect normal flight characteristics, & a normal landing can be made with the door open.

To close the door in flight:

Slow the aeroplane 85 MPH

Momentarily shove the door outward slightly, and forcefully close and latch the door.

Ditching

Should it become necessary to make a forced landing over water, follow the "Forced Landing Procedures" in addition to the following:

- Heavy Objects (*in baggage area*) Secure or jettison
- Flaps Up - Allows a higher nose attitude at touchdown
- Power Establish 300 fpm descent at 65 MPH
- Approach Into wind in high winds, parallel to swell in calm winds

Note: If no power is available approach at 65 MPH with flaps up.

- Seat Belts/Shoulder Harness Fastened
- Cabin Side Door JETTISON
- Touchdown Level attitude at established Descent

Contact the water in a high nose attitude; do not stall prior to touchdown.

- Face Protect at touchdown (*cushion or folded coat*)
- After coming to a stop Evacuate through cabin door.
- Life-jackets Inflate after exiting the aircraft

NOTE - The aircraft cannot be relied upon for floatation after contacting the water.