

FLIGHT NORMAL PROCEDURES

Citabria 7KCAB

N36339

BEFORE STARTING ENGINE

1. Preflight Inspection.....COMPLETE
2. Passenger Briefing.....COMPLETE
3. Emergency Egress Brief.....COMPLETE
4. Parachute..... AS REQ'D
5. Seat Belts, Harness..... ADJUST/SECURE
6. Fuel Shut-off Valve..... ON
7. Brakes.....SET
8. Electrical Switches / CB..... OFF / IN
9. Cabin Door.....CLOSED
10. Window..... As Desired

STARTING ENGINE

1. Flashing Beacon..... ON
2. Master Switch..... ON
3. Magneto Switches (2)..... ON
4. Throttle..... OPEN ½" - 1"
5. Alternate Air..... COLD
6. Mixture..... FULL RICH
7. Fuel Boost Pump..... ON (~3 secs) until fuel pressure indicated, then OFF
8. Mixture..... IDLE CUT-OFF
9. Propeller Area..... CLEAR
10. Starter..... ENGAGE

AFTER ENGINE FIRES

11. Mixture..... FULL RICH
12. Starter..... RELEASE
13. Throttle..... 1000 – 1200 RPM
14. Oil Pressure.....CHECK
15. Radio/Transponder Switches..... ON
16. Transponder..... 1200, ALT
17. ATIS / Altimeter.....SET

BEFORE TAKEOFF

1. Brakes.....SET
2. Flight Controls.....CHECK
3. Elevator Trim.....SET for TAKEOFF
4. Flight Instruments/Radios.....SET
5. Fuel Shut-off Valve..... ON
6. Mixture..... FULL RICH
(lean >3000' density altitude)
7. Engine Instruments.....CHECK
8. Elevator Control..... FULL BACK
9. Throttle.....1800 RPM
10. Magnetos...CHECK (< 200 RPM or 50 RPM diff)
11. Alt Air..... CHECK (for RPM drop)
12. Engine Instr and Ammeter.....CHECK
13. Throttle.....IDLE, then 1000 RPM
14. Takeoff Procedures..... REVIEW
15. Seat Belts, Should Harnesses..... RE-CHECK
16. Cabin Door/Window.. CLOSED & LATCHED
17. Lights.....ON, as Req'd
18. Transponder..... ALT
19. Fuel Boost Pump..... ON

NORMAL TAKEOFF

1. Elevator..... NEUTRAL
2. Throttle.....Smoothly apply to FULL OPEN
3. Engine Instruments.....CHECK
4. Attitude.....RAISE TAIL to level flt attitude
5. Lift-Off.....55 – 60 MPH
6. Climb.....75 – 80 MPH
7. Above 500', Fuel Boost Pump..... OFF

NORMAL CLIMB

1. Mixture.....FULL RICH (below 5000ft)
2. Airspeed.....75 – 80 MPH

CRUISE

1. Fuel Boost Pump..... Verify OFF
2. Mixture..... LEAN (below 75% power)

DESCENT

1. Mixture..... FULL RICH

BEFORE LANDING

1. Gas.....CHECK
2. Mixture..... FULL RICH
3. Seat Belts, Harnesses..... SECURE
4. Lights..... AS REQ'D
5. Fuel Boost Pump..... ON

NORMAL LANDING

1. Airspeed (3 point)..... 60-70 MPH
2. Airspeed (wheel).....80 MPH

STOP & GO

1. Elevator Trim.....SET for TAKEOFF
2. Mixture..... FULL RICH
3. Cabin Door & Window..... CLOSED
4. Lights.....SET
5. Transponder.....ALT
6. Fuel boost pump..... ON

AFTER LANDING

1. Fuel Boost Pump..... OFF
2. Lights..... AS REQ'D

BALKED LANDING

1. Climb Speed.....58 MPH
2. Clear of Obstacles..... 75-80 MPH

ENGINE FIRE DURING START

1. Starter..... REMAIN ENGAGED
 2. Mixture.....IDLE CUT-OFF
 3. Throttle..... FULL OPEN
- If fire persists:
4. Fuel Shut-Off Valve..... OFF
 5. Electrical and Mag Switches..... OFF
 6. Exit Aircraft

FLIGHT EMERGENCY PROCEDURES

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SHORT FIELD/OBSTACLE TAKEOFF

Normal Takeoff Procedure except:

1. Lift-Off.....50-55 MPH
2. Climb (Vx).....58 MPH

SOFT FIELD TAKEOFF

Normal Takeoff Procedure except:

1. Tail..... LOW, but clear of ground
2. Lift-off..... AS SOON AS POSSIBLE
3. Level Flight to safe speed, then climb

SHORT FIELD/OBSTACLE LANDING

Normal landing procedures and:

1. Airspeed.....60 MPH

SOFT FIELD LANDING

Normal FULL STALL (3 PT) landing procedures:

1. Elevator..... FULL AFT after touchdown
2. DO NOT USE BRAKES
3. Power..... as Req'd to not get stuck

CROSSWIND LANDING

1. Do Not Drop Tail until below flying speed

ENGINE FIRE IN FLIGHT

1. Mixture Control.....IDLE CUT-OFF
2. Fuel Shut-Off Valve.....OFF
3. Electrical and Mag Switches..... ALL OFF
4. Cabin Heat..... OFF front and rear
5. Fire Extinguisher.....ACTIVATE (As Req'd)
6. Land.....use "Forced Landing Procedures"

ENGINE FAILURE ON TAKE-OFF*If sufficient runway remains:*

1. Throttle..... CLOSED
2. Land using maximum braking

If altitude permits, Attempt an engine restart:

3. Fuel Shut-Off Valve..... CHECK ON
4. Mixture Control..... FULL RICH
5. Alternate Air..... FULL HOT
6. Magneto Switches.....BOTH ON (Up)
7. Fuel Boost Pump.....ON

If no restart is possible:

8. Select most favorable landing area ahead

ENGINE AIR START

1. Maintain Airspeed.....65 MPH, minimum
2. Magneto Switches.....BOTH ON (Up)
3. Fuel Boost Pump.....ON
4. Mixture... FULL RICH, as req at high altitude
5. Fuel Shut-Off Valve..... CHECK ON
6. Alternate Air..... FULL HOT
7. If restart not possible, change throttle, mixture, mag, or carb/alt air to restart.
8. No Start .. Run "Forced Landing Procedure"

FORCED LANDING (Complete Power Failure)

1. Airspeed.....Maintain 60-65 MPH
2. Mixture..... IDLE CUT-OFF
3. Fuel Shut-Off Valve..... OFF
4. Master Switch..... ON
5. Radio.....MAYDAY 121.5 MHz
6. Attempt to position the aircraft:
Over point of landing - 1000 ft (AGL)
Downwind and abeam – 500 ft (AGL)
7. Electrical Switches..... ALL OFF
8. On Final Approach..... Airspeed 60-65 MPH
9. Touchdown with minimum airspeed (three point full stall) if landing on rough terrain.

PARTIAL POWER LOSS I ROUGH RUNNING

1. Follow the engine air restart procedure.

INFLIGHT OVERSTRESS

Fly at a reduced airspeed, (60 - 70 MPH) to a suitable landing point. Maintain level flight as much as possible and limit forces on aircraft.

EMERGENCY EXIT / BAIL OUT

1. Throttle..... CLOSED
2. Door..... JETTISON
3. Use the cabin door frame for support. Dive straight out and slightly aft of wing struts.
4. Parachute..... OPEN

ELECTRICAL FIRE

1. Electrical Switches..ALL OFF (Magnetos ON)
2. Air Vents/Windows.OPEN as Req'd for vent
3. Use hand fire extinguisher if available
4. If fire continues, land immediately.

ALTERNATOR/ELECTRICAL FAILURE

An alternator failure is indicated by a steady discharge on the ammeter.

1. Master Switch..... CYCLE
2. If excessive battery discharge continues, turn OFF all nonessential electrical equipment to conserve battery power.
3. Land as soon as practical

DITCHING

1. Cabin Side Door..... JETTISON
2. Land into wind if high winds are evident, or parallel to swells with calm winds.
3. Contact the water with nose high attitude.
4. DO NOT STALL prior to touchdown.
5. After coming to complete stop - EXIT

GROUND PROCEDURES

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Cockpit/Cabin

1. Documents and HandbookARROW
2. Cabin DoorCONDITION/SECURITY
3. Flight Controls.....FREEDOM OF MOVEMENT
4. Rudder Cables.....Tension
5. Control Stick.....Linkage
6. Inverted Fuel System Check for Leakage
7. Mags & Electrical Switches OFF
8. Fuel QuantityCHECK
9. Master Switch ON
10. Lights.....CHECK
11. Master Switch OFF
12. Fuel Selector Valve ON
13. Seat BeltsCHECK, Secure Rear if Solo
14. Secure or Remove Loose Objects

Right Wing

15. Wing Root FairingCHECK SECURE
16. Wing Fuel DrainSUMP
17. Aileron & Spade CHECK
18. Wing Tip & Light CHECK
19. Front & Rear Lift Struts CHECK
20. Drain Holes Dry, Not Plugged
21. Pitot Tube CHECK Unobstructed
22. FuelCHECK Quantity, Cap Secure

Right Main Gear

23. Tires – Condition/Inflation CHECK
24. Brakes – Condition/Leakage CHECK

Nose Section

25. Windows..... CLEAN
26. Oil Quantity, Dip Stick Secure CHECK
27. Engine Compartment.....CHECK
28. Cowling & Inspection Door CHECK
29. Propeller and Spinner CHECK
30. Air Filter CHECK
31. Landing Light..... CHECK
32. Fuel Gascolator DRAIN, Check for leakage

Left Main Gear

33. Same as Right Main gear

Left Wing

34. Same as Right Wing
35. Fuel Vent CHECK Unobstructed

Fuselage – Left Side

36. Fabric Condition,oil,etc..... CHECK
37. Windows..... CLEAN
38. Fuel Belly Drain..... DRAIN, Check for leakage
39. Radio Antenna(s) CHECK Secure
40. Static Port CHECK Clear

Empennage

41. Horiz Stabilizer & Wire Braces CHECK
42. Vertical Stabilizer & Tail Light CHECK
43. Elevator, Trim Tab & Rudder CHECK
44. Tailwheel CHECK, INFLATION

Fuselage – Right Side (same as Left Side)

SECURING AIRPLANE

1. Brakes.....SET
2. Clear Power Plant 1500 RPM Leaned
3. ELT CHECK, Radio @121.5
4. Throttle..... IDLE
5. Radios/Transponder OFF
6. Lights..... OFF
7. Mag Check Switches Off momentarily
8. MixtureIDLE CUT-OFF
9. Magnetos..... OFF
10. Master Switch..... OFF

FLOODED START PROCEDURE

1. Fuel Boost Pump OFF
2. MixtureIDLE CUT-OFF
3. Throttle..... FULL OPEN
4. Magneto Switches OFF
5. Starter..... ENGAGE for several propeller revolutions
6. Do Normal Start Procedure with no prime

Note: Limit use of starter to 30 sec with 2 minute cooling off period between start attempts

AEROBATICS

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Metal Seat / 2 whites
Ball on D-Ring

Bail Out, Bail Out, Bail Out
PULL pin, PUSH fwd, PUSH door
Buckle 1, Buckle 2, Dive, D-RING

Seat Belts, Air, FireExt,
Exit, Traffic, Your?s

1973 Citabria 7KCAB 36339	RNT	BFI	PAE	
V _{speed} (RO Rec'd) CAS [MPH]	16 / 34	13R/L 31L/R	16R/L 34L/R	
V _{SO} 51 (~40IAS)	TWR 124.7	TWR(ifr) 120.6	TWR(w) 132.95	<p>IDLE...Stall Full Aft Stick B4 nose drop Rud in Direction Hold Rud, Recover: PARE + RE 1turn = 600'-700' 2 turn= 1000'</p>
V _S 52	GND 121.6	TWR(e) 118.3	TWR(e) 120.2	
Rotate 60	ATIS 126.95	GND 121.9	GND 121.8	<p>Setup = loop, but 145 Roll at the top Leave power in Closer to 4g, the better</p>
V _X 58 / Will=65	UNICOM 22.85/95	ATIS 127.75	ATIS 128.65	
V _Y 77	SEA Twr 119.9	UNICOM 122.95	UNICOM 122.95	<p>Setup = hammer at the top pull to a downline</p>
Glide 70 65	SEA Twr 120.95			
G limits +5.0 / -2.0				
V _A @ 1750 120				
V _{NO} 120				
V _{NE} 162				
Demo Xwind N/A				
Climb 75 - 80				
App Short ≥65 60				
App Norm 60 - 70				
3-Pointer 70				
Wheelie 80				
Max-G Spd 135 IAS				
Pattern				
2100 100				
1500 90				
As Req'd 80 / 70				
T/Dwn @ 65				
OIL Full/Min 8 / 6				
Fuel [Useable] 36 [35] gal				
Burn CRZ 9 gph				
Burn Aero 10 gph				
MTOW 1750#s				
Useful Load 496#s				

Runway 16

Dep Factoria: CL to 1000', L downwind abeam
Ctrl Twr make 45° R turn to Factoria
Dep Kent: CL to 1000', direct east of Valley
Medical Center to exit Delta
Dep Lake Youngs: CL to 1000', left to SW side
Lake Youngs
Arr East Channel: East channel bridge and fly
middle of east channel to straight in
Arr Lake Youngs: NE side of Lake to Maplewood
golf course (1500'), 45° to L downwind

Runway 34

Dep East Channel: CL to 1 NM, middle of east channel
to bridge
Dep Lake Youngs: Cl to 1000', R downwind, abeam Ctrl
Twr make 45° L turn to NE side of Lake
Arr Factoria: Factoria to Water Tower (1500') then 45°
to R downwind
Arr Lake Youngs: SW side of Lake to Maplewood golf
course (1500'), 1 mile R base
Arr Kent: E of Valley Medical Center, straight in