



**CHAMPION ZECA
CITABRIA
AIRCRAFT OPERATING MANUAL**

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1 - GENERAL

1.1 PURPOSE

- This Aircraft Operating Manual (AOM) outlines the policies and procedures for operating the Champion Citabria (7ECA) at Thoroughbred Flying Club (TFC).

1.2 ADHERENCE

- TFC pilots are expected to adhere to the policies and procedures specified in this manual.
- Successful application of AOM policies and procedures requires a working knowledge of the TFC Operations Manual (FOM), FARs, and manufacturer operating information and supplements.

1.3 DISTRIBUTION.

The latest revision of this manual will be available on the TFC website - Downloads section.

1.4 REVISIONS

TFC pilots will be notified via e-mail of revisions to this manual.

1.5 INITIAL CHECKOUT REQUIREMENTS

Prior to acting as pilot in command in THIS AIRCRAFT, in addition to all other elements of pilot currency required by FAR, the Member must:

- have a logged tailwheel endorsement (unless exempt from such requirement under applicable FAA regulations), AND
- have a minimum of 10 hours in this make and model aircraft, AND
- satisfactorily complete an initial checkout in this make and model aircraft from a TFC approved Certified Flight Instructor.

Prior tailwheel experience does not guarantee a checkout in this aircraft. Acquiring and maintaining a valid checkout is at the subjective discretion of Thoroughbred Flying Club.

Personal weather minimums should be discussed and developed with your instructor as part of the checkout process considering your experience, currency and skill level. All TFC Citabria pilots should initially use GREEN Level Pilot Weather Requirements, listed in the TFC Operations Manual, as their guide for developing personal minimums. Pilots are expected to pact with their instructors and commit to abiding by the personal minimums that are established.

1.6 ONGOING CURRENCY REQUIREMENTS

In addition to all other elements of pilot currency required by FAR, all members acting as pilot in command of THIS AIRCRAFT must have flown a flight with a Club approved CFI in the AIRCRAFT within the preceding 90 days.

This requirement is intended to allow TFC instructors the opportunity to interact with and assess the proficiency of members operating this aircraft. This measure helps us to ensure we can keep pilots and passengers safe, equipment well maintained, and insurance rates as low as possible.

Personal weather minimums should continue to be discussed and developed with your instructor appropriate to your experience, currency and skill level. Pilots are expected to pact with their instructors and commit to abiding by the personal minimums that are established.

1.7 FLIGHT INSTRUCTOR REQUIREMENTS

A TFC approved Tailwheel Certified Flight Instructor (TCFI) will possess, at a minimum, the requirements specified in Section 1.8 (Initial Checkout Requirements) AND be specifically designated as a tailwheel instructor by TFC management.

Instruction in this aircraft by anyone not designated by TFC as a Tailwheel CFI is forbidden.

1.8 LOW-TIME DESIGNATION

After successfully completing the requirements for an initial tailwheel endorsement, members will be designated as a Low-Time (LT) Tailwheel PIC. LT designated Tailwheel PICs are permitted to fly solo but not permitted to carry passengers. This designation is in effect until the LT PIC has logged 10 hours as PIC in the aircraft.

1.9 FLYING FROM THE REAR SEAT

The normal seat position for the PIC in this aircraft is the front seat. Only pilots designated by TFC as instructors in this aircraft may fly the aircraft from the rear seat as PIC.

1.10 NIGHT FLYING

Night flying in this aircraft is discouraged. A night flight must be specifically approved and will be considered on a case by case basis.

1.11 AEROBATIC FLYING

Aerobatic flight in this aircraft is prohibited except under the following circumstance:

Spins and other flight maneuvers required by the regulations for any certificate or rating may be performed only with a club approved Tailwheel Certificated Flight Instructor (TCFI) onboard.

1.12 TERMS AND DEFINITIONS

TCFI - Tailwheel Certified Flight Instructor

AOM - Aircraft Operating Manual

FOM - Flight Operations Manual or Operations Manual

LT - Low time PIC

Night - 30 minutes after official sunset to 30 minutes prior to official sunrise.

2-FLIGHT OPERATIONS

2.1 PURPOSE

This chapter prescribes standardized procedures for normal operations.

2.2 AIRCRAFT INFORMATION

- N9073L
 - Make: Champion Aircraft Corporation (Acquired by Bellanca Aircraft Corporation in 1970)
 - Model: 7ECA Citabria
 - Serial Number: 776-70
 - Engine: Lycoming 0-235-C1 (115 HP @ 2800 RPM)
 - Fuel Capacity: 26 Gallons Total (25 Useable)
 - Empty Weight/Moment: 1059 LBS / 11,101 IN/LBS

2.3 PILOT'S OPERATING MANUAL

- Operation of this aircraft will be in accordance with the Bellanca Pilot's Operating Manual (1975-1977 Series Edition) for the 7ECA Model. This manual is far superior to the Owner's Manual published for the 1970 model year by Champion and is sufficiently representative to use as an operational reference. A copy of this manual is available on the TFC Website - Downloads section and a hard copy is carried onboard the aircraft in the storage pocket of the entry door.

2.4 BRIEFINGS

Briefings enhance safety and open communication channels between pilots, as well as passengers, by setting expectations and encouraging all to participate and act as a team.

Conduct briefings in an interactive and collaborative manner, providing the opportunity for others to ask questions and give input.

Re-brief as necessary any changes to items previously briefed and encourage others to verbalize deviations from the briefed plan and any perceived hazards.

PIC is responsible for conducting briefings. If flying solo, all briefings should still be completed to yourself.

2.21 Preflight Briefing

Accomplish with other pilot and/or passenger prior to flight.

- Focus on safety (e.g., see something-say something, stay alert)
- Aircraft status (e.g., airworthiness, INOP items)
- Trip-specific (e.g., weather, flight time)
- Responsibilities (e.g., seating, duties, control transfer)

- Emergency procedures (e.g., aborted takeoff criteria, aircraft evacuation, special considerations)

2.22 Departure Briefing

Accomplish prior to flight

- EFB setup and use
- Weather (e.g., departure, enroute, alternates)
- NOTAMS
- Fuel (required, onboard, adequate for planned flight)
- Performance requirements (takeoff, cruise, landing)
- Runways (e.g., condition, length, width, slope, wind component)
- Taxi (e.g., taxi route, hot spots, run-up location)
- Terrain awareness (e.g., MSA, obstacles along route, general location of terrain)
- Departure procedure (e.g., initial altitude and direction, airspeeds)
- Training plan if on a training flight (e.g., touch and go considerations, practice area, maneuvers, simulated emergencies, communications)
- Destination (e.g., FBO, required services available)
- Special considerations (anything non-routine)

2.23 Takeoff Briefing

Accomplish prior to takeoff

- Runway in use and conditions (e.g., short or soft field, wind component)
- Performance requirements (runway required vs. runway available)
- Engine Out Procedure (EOP) (e.g., potential emergency landing areas, obstruction locations, minimum return-to-airport altitude)
- Initial departure actions (what happens in the first 90 seconds after takeoff)
- Special considerations (anything non-routine)

2.24 Arrival and Approach Briefing

Obtain destination weather and landing information as early as possible, ideally prior to entering the airport area.

The objective is to complete these briefings during low workload period before entering the airport area.

- NOTAMS
- Runway conditions (e.g., runway contamination, wind component)
- Terrain awareness (e.g., MSA, pattern altitude, obstacle locations, general terrain location)
- Landing performance assessment
- Approach airspeed and profile
- Go-around review

- FBO location and planned taxiway exit
- Special considerations (anything non-routine)

2.3 FUEL MANAGEMENT

Prior to departure, verify fuel onboard (visually or using dipstick) is equal to the amount required for the planned flight plus applicable reserves. Calculate a usable flight time number in hours and minutes.

Conduct periodic checks while airborne comparing estimated flight time remaining against fuel onboard. If it becomes apparent that completing the flight as planned will cause you to land with less than the minimum reserve fuel required, start considering alternate plans.

2.4 TRANSFERRING AIRCRAFT CONTROL

If the Pilot Flying (PF) needs to transfer control of the aircraft to the Pilot Monitoring (PM):

- Advise other pilot of impending control transfer
- Brief on current flight status (heading, altitude, clearance)
- PF says “Your controls” and PM assumes control and says “My controls”

In case one pilot needs to take immediate control of the aircraft:

- Pilot assuming control takes controls and says “My controls”
- Pilot relinquishing control releases controls and says “Your controls”

NORMAL control transfer is to advise, brief and GIVE control away.

NON-NORMAL control transfer is to TAKE control away.

2.5 EQUIPMENT AND ELECTRONIC FLIGHT BAG (EFB)

A.R.R.O.W. items location:

- Airworthiness Certificate - pocket on aft wall of baggage compartment.
- Registration - pocket on aft wall of baggage compartment.
- Radio Station License - N/A
- Operating Limitations - Velcro pocket on top of left side of instrument panel.*
- Weight and Balance Information - Velcro pocket on top of left side of instrument panel.*

** Items in the velcro pocket are not to be normally accessed for reference. These items are onboard to meet regulatory requirements. Consult the Bellanca POH in the entry door pocket for operational reference.*

- Ensure all equipment to be used during flight is organized, accessible and secured prior to flight.
- Use of Electronic Flight Bag (EFB) is encouraged. Ensure reference data is up to date, battery is charged, backup battery is available (if required), and backup sources of information are considered (iPhone, paper charts, notes, etc.)
- Ensure loose equipment that could scratch the windshield is not stored on the sides of dash next to window.

- Do not overstuff/overload the storage pocket in the entry door.

2.6 ADS-B

- Navigation Light Switch (NAV LT) must be on for ADS-B.
- If advised that the aircraft ADS-B information is not being transmitted (e.g. informed by ATC or another aircraft), ensure NAV LT and XPDR switches on the electrical panel are ON and the transponder mode is selected to ALT. If all switches were in their proper position prior to being advised ADS-B wasn't working, select NAV LT switch OFF then ON to recycle ADS-B (SkyBeacon) system.

2.7 LIGHTS

- Leave Beacon (BEACON) Switch on at all times to serve as a visual reminder that the Master Switch is ON.
- The use of the Landing Light (LDG LT Switch ON) when operating in the vicinity of an airport or in high traffic areas is encouraged to increase visibility to other aircraft.

2.8 STABILIZED APPROACH

Stabilized approach means achieving and maintaining the following:

- Stable approach airspeed
- Stable descent rate
- Properly aligned flight path

STABILIZED APPROACH REQUIREMENT

The stabilized approach height in this aircraft is 300 ft. AGL.

If any of the requirements below are not met by the stabilized approach height or anytime thereafter until crossing the threshold, initiate a Go-Around.

PARAMETER	TOLERANCE
AIRSPEED	Target Airspeed -5 to +20 MPH
RATE OF DESCENT	Not greater than 1000 FPM
FLIGHT PATH	Aligned with runway and in a position to land in the touchdown zone

2.9 POSTFLIGHT PROCEDURES

Check the aircraft condition after each flight and prepare for the next user. Make every attempt to leave the aircraft in as good or better condition than you found it.

1. Aircraft General Condition - CHECK
2. Engine Oil - CHECK (5-6 qts)
3. Fluid Leaks - CHECK
4. Tires - CHECK

5. Cabin General Condition - CHECK straighten seat belts and harnesses, remove any trash, remove all personal gear
6. Flight Schedule Pro Check-In - COMPLETE
7. Windshield - CLEAN (Only use a clean microfiber towel and water)
8. Aircraft Leading Edges/Cowling/Prop - WIPE DOWN (Use a microfiber towel and water)
9. Heater/Cowl Blanket - INSTALL as required (October 31 to May 1)

See AOM 2.10 for Heater/Cowl Blanket instructions.

2.10 COLD WEATHER OPERATIONS

HORNET HEATER/COWL BLANKET

The Hornet Heater and cowling blanket will be used when the aircraft is parked in its home hangar during the winter months (October 31 - May 1). The Hornet Heater is designed to keep the engine compartment between 70-80 degrees. This will not feel very warm to you but it is warm enough to promote good engine health and ease of operation.

This fail-safe unit works slowly overtime and is designed to be plugged in, covered up and forgotten. If the engine were cold soaked, it would take this unit approximately 48 hours to warm the engine. However, if it is applied as directed after each flight and left on all winter, it will always be ready to go.

Pre-flight:

1. Uncover the cowling being careful not to dislodge the heater unit as the blanket is removed.
2. Place the blanket in the bin against the hangar wall behind the left wing.
3. Remove the Hornet Heater (it is always safe to touch even when in operation) and move the unit and cord to the hangar wall behind the left wing.
4. Unplug the heater unit from the wall.

Post-flight:

1. Place the Hornet Heater just inside cowling behind the propeller on top of the engine. Take care not to pull on the power cord once the heater is in place as this may pull it back out causing it to fall to the ground.
2. Plug heater into the power receptacle on hangar wall adjacent to the left wing.
3. Cover the top of the cowling and engine inlets with moving blanket ensuring good coverage over the entire top surface of the cowling and inlets are sealed.

COLD SOAKED ENGINE

If the Hornet Heater and blanket were not used (away from home base or not installed by previous pilot) and the outside air temperature is below 30°F, the engine should be pre-heated by directing warm air through the opening in the bottom or front of the engine cowl.

This practice will prolong the service life of the engine and starter. The engine can be verified to be warm when the oil runs freely on the dipstick.

2.11 HANGAR PROCEDURES

- Make every attempt to leave the hangar in as good or better condition than you found it. Pick up after yourself and your guests.
- Close and lock hangar doors if you are not in the visual vicinity of the hangar.
- Avoid directing prop wash in the direction of hangar doors, especially when open.
- Do not leave vehicles parked in front of adjacent hangars while flying. Park cars in the hangar, in front of our hangar door, or in another location that does not impede access to hangars or aircraft ground operations.