

BELLANCA CITABRIA Modell 7gcbc1

BEFORE STARTING THE ENGINE

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|----------------------------------|-----------------|
| 1. Preflight Inspection | COMPLETE |
| 2. Seat Belts & Shoulder Harness | ADJUST and LOCK |
| 3. Fuel Valve | ON |
| 4. All Electrical Switches | OFF |
| 5. Breakes | TEST and SET |
| 6. Controls | FREE MOVEMENT |
| 7. Elevator Trim | NEUTRAL |
| 8. Throttle | FREE, LEERLAUF |
| 9. Throttle Friction Lock | ADJUST |
| 10. Master Switch | IN |

STARTING THE ENGINE

- | | |
|-----------------------------------|-------------------------|
| 1. Mixture | RICH |
| 2. Carburator Heat | COLD |
| 3. Propeller Control | FULL INCREASE (IN) |
| 4. Throttle | OPEN 1/4` |
| 5. Primer (none when engine warm) | 1-6 STROKES as required |
| 6. Primer | CLOSE and LOCK |
| 7. Master Switch | ON |
| 8. Propeller Area | CLEAR |
| 9. Ignition Switch | START (and release) |
| 10. Oil Pressure | CHECK |
| 11. Alternator Field Switch | ON |

BEFORE TAKEOFF

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|---|--------------------------|
| 1. Cabin Doors | LATCHED |
| 2. Flight Controls | FREE and CORRECT |
| 3. Elevator Trim | ½ Nose Up (From Neutral) |
| 4. Fuel Valve | On |
| 5. Mixture | FULL REACH (IN) |
| 6. Brakes | SET |
| 7. Throttle | 1900 RPM |
| 8. Magnetos (max drop 155, diff 50)
(lean if above 5000ft) | CHECK |
| 9. Carburator Heat (Check for RPM drop) | CHECK |
| 10. Engine Instruments, Ammeter
& Suction Gage (4.5 to 5.5 in) | CHECK |

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|--|-------------|
| 11. Throttle | 1700 RPM |
| 12. Propeller control- move through range
and return to | HIGH RPM |
| 13. Flight Instruments: Alt, Gyro & Radios | SET |
| 14. Carburator Heat | COLD |
| 15. Lights | AS REQUIRED |

TAKEOFF

NORMAL TAKEOFF

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|--------------------------|----------------------------|
| 1. Wing Flaps | 0° |
| 2. Propeller Control | FULL INCREASE (IN) |
| 3. Throttle | FULL OPEN |
| 4. Elevator
LOW) | ¼ UP FROM NETR. (HOLD TAIL |
| 5. Lift off @ | 50 to 52 MPH |
| 6. Climb Speed | 68 MPH |
| 7. Wind Drift Correction | APPLY |

MAXIMUM PERFORMANCE TAKEOFF (50 ft. obstacle)

- | | |
|-------------------------|------------------------------|
| 1. Wing Flaps | 30° |
| 2. Trim adjust | ¾ NOSE UP From Neutral |
| 3. Propeller Control | FULL INCREASE (IN) |
| 4. Throttle | FULL OPEN |
| 5. Brakes | RELEASE |
| 6. Elevator
ON GRD.) | 1/2 UP FROM NETR. (HOLD TAIL |
| 7. Lift off @ | 44 to 48 MPH |
| 8. Climb Speed | 58 MPH |



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CRUISE

1. Propeller Control 2250 to 2700 RPM
2. Throttle for designed Manifold Pressure
3. Mixture – lean (best economy: 2350 RPM at 20 inches, lean short bfr peak)

BEFORE LANDING

1. Mixture RICH
2. Carburetor Heat ON
3. Throttle (or as needed for approach) CLOSE
4. Airspeed max. 90 KIAS
5. Flaps 30°
6. Airspeed 58 MPH
7. Propeller Control FULL INCREASE
8. Trim AS DESIRED

BALKED LANDING

1. Throttle FULL OPEN
2. Propeller FULL INCREASE (IN)
3. Carburetor Heat COLD
4. Flaps RETRACT to 0°
5. Climb Speed (Vx) 58 MPH (sea level)

NORMAL LANDING (Three Point)

1. Airspeed (to 50 ft obstacle) 58 MPH
2. FLAPS 30°
3. Trim ADJUST
4. Power IDLE (or as required)
5. Touchdown THREE POINT (don't skid)
6. Landing Roll ELEVATOR UP (Full back)
7. Flaps (after Touchdown) 0°
8. Brake MINIMUM REQUIRED

SHORT FIELD LANDING (Three Point)

1. Airspeed 50 to 55 MPH
2. FLAPS 30°
3. Trim ADJUST (Nose Up)
4. Power As Required
5. Touchdown THREE POINT (don't skid)

6. Landing Roll ELEVATOR FULL BACK
7. Flaps (after Touchdown) 0°
8. Brake APPLY HEAVILY

CROSS WIND LANDING (Three Point)

1. Airspeed 55 to 60 MPH
2. FLAPS AS DESIRED (Recommended 30°)
3. Power As Required
4. Ailerons-Rudder: On Short Final Use Ailerons to Keep Upwind Wing Low, Rudder to Hold Runway Alignment
5. Touchdown THREE POINT (Do Not Touch Down In A Slip)
6. Landing Roll: Use Aileron to keep Upwind Wing Down, Rudder and Brakes (If Needed) for Directional Control
7. Flaps (after Touchdown) 0°

For strong winds use alternate Main Wheel Landing Technique or don't fly!

AFTER LANDING

1. Wing Flaps UP
2. Carburetor Heat COLD

SECURING AIRPLANE

1. Brakes SET
2. Radios, Electrical OFF
3. Mixture IDLE CUT OFF
- 4.
5. Ignition Switch OFF
6. Master Switch OFF
7. Secure Aircraft TIE DOWN

REMARKS

BEST GLIDE (SEA LEVEL) SPEED 73 MPH,

BEST COOLING CLIMB 77 MPH (sea level) to 70 MPH (10000 ft)
CLIMB

ALTITUDE	Vx	Vy
sea level	58 MPH	73 MPH
10000 ft.	60.5 MPH	67.5 MPH