TO BE USED IN CONJUNCTION WITH THE APPROVED CITABRIA CHECKLIST

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 ................ MAYDAY
5. Radio .............................. 121.5 MHz
6. Attempt to position the aircraft
   Overpoint of landing - 1000 ft (AGL)
   Downwind and abreast - 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 OVERTRESS
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 (Magneto 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

FLIGHT EMERGENCY PROCEDURES

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

FORCED LANDING
1. Maintenance Airspeed 65 MPH, minimum
2. Mixture Switches .......... BOTH ON (Up)
3. Fuel Boost Pump ................. ON
4. Shut-Off Valve ................. CHECK
5. Alternate Air ...................... FULL HOT

If restart not possible, change throttle, mixture, mag, or carb/alt air to restart.

ENGINE AIR START
1. Master Switch ..................... CYCLE
2. DO NOT STALL prior to touchdown.
5. After coming to complete stop - EXIT
GROUND PROCEDURES

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

FUELLOADED START PROCEDURE
1. Fuel Boost Pump ................. OFF
2. Mixture .................. IDLE 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

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. Mixture .................. IDLE CUT-OFF
9. Magneto(s) ................. OFF
10. Master Switch ................. OFF

Fuselage – Left Side
36. Fabric Condition, oil, etc. ............... CHECK
37. Windows .......................... CLEAN
38. Fuel Belly Drain ............... DRAIN, Check for leakage
39. Engine Compartment .......... CHECK
40. Cowling & Inspection Door ..... CHECK
41. Propeller and Spinner .......... CHECK
42. Air Filter ................. CHECK
43. Landing Light .......... CHECK
44. Fuel Gascolator .......... DRAIN, Check for leakage

AEROBATICS

1973 Citabria 7KCAB 36339

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<th>V_{S}</th>
<th>V_{x}</th>
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Runway 16
Dep Factory: Cl to 1000', L downwind abeam Ctrl TWR make 45° R turn to Factory
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 Mapleswood 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 Factory: Factory to Water Tower (1500') then 45° to R downwind
Arr Lake Youngs: S/W side of Lake to Mapleswood golf course (1500'), 1 mile R base
Arr Kent: E of Valley Medical Center, straight in

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