

# 1956 Champion 7EC Quick Reference Sheet

## V Speeds

Vs 40 MPH IAS

Vx 53 MPH IAS Increasing to 65 at 13,000'

Vy 61 MPH IAS Increasing to 65 at 13,000'

Va 78 MPH IAS ?

Best Glide 65 MPH IAS ?

Vno 100 MPH IAS

Vne 135 MPH IAS

**Engine:** Continental O-200 100HP

**Oil:** Aeroshell 15W50 6 Qts. Max 4 Qts. Min

**Tire pressures:** Tail: 15 psi, Mains: 15-20 psi,

Springs apply pressure to turn tail wheel. Tail wheel will breakout of detent about 15 degrees and swivel 360 degrees.

Tailwheel may be positioned backwards in the hangar, so use caution when pulling the plane out as it reverses.

Steer plane from the handles near the tail until clear of the hangar.

Do not push plane or steer plane by pushing on the rudder.

**Rudder:** Spring loaded centering device.

**Ailerons:** Standard cable/pulley operation. Not differential ailerons, lots of adverse yaw.

**Elevator:** Standard cable/pulley operation. Trim tab on a separate circuit.

## **Fuel:**

100LL only. No auto gas.

Fuel gauge on the nose tank is only accurate in level attitude. Generally reads low when the tail is down.

13 Gals. Usable in the nose tank.

5.5 Gals. Usable in each wing tank.

Wing tanks only drain into the nose tank. It may take 10-15 minutes for a wing tank to fully drain into the nose.

Nose tank should be 1/2 or less before refilling from the wing tanks.

Excess fuel will spill overboard and be lost if the main tank is overfilled.

Do not drain both with tanks simultaneously.

**Electrical:** 14Volts/ 30 amp alternator

No Annunciator lights for alternator failure: Negative reading on ammeter is only indication.

**Normal Category only – due to engine conversion.**

1450 lbs Gross Takeoff Weight

50 lbs baggage max.

## Limitations

Oil Temp: 240 F Red Line

Oil Pressure: 30 - 60psi Green Arc

Tachometer: 2750 RPM Red Line

No acrobatics, No spins.

## Helpful Hints:

“No Bounce” oleo struts make wheel landings very easy, perhaps even easier than three point landings.

Sometimes one oleo strut will collapse sooner than the other when landing, so the wings may not be level initially, after landing. The main gear Oleo struts utilize hydraulic fluid, springs, and grease. No air.

Hydraulic “heel” brakes are a little hard to reach sometimes, and take some getting used to. The heel brakes in the back seat are much easier to reach and feel more natural.

Recommended Max X-Wind – 12 Kts There are no published numbers, but the ailerons are not very effective at slow speed and I find this to be a pretty hefty cross-wind for the champ.

When the rear seat is empty ensure the seat belt is fastened to prevent them from dropping down and possibly snagging the rudder cables which run along the floor.

Solo from the front seat, since you cannot reach the carb heat/mixture, starter button or radio from the back seat.

The “flying wires” on the tail should always be tight and “ring” when tapped with metal screwdriver.

The main door has no lock. It just closes like a car door, and needs a firm pull. If it should open in flight, it won't affect airplane performance or handling. Fly the airplane to a safe altitude and try to close it by slipping with rudder, or simply land and close it.

Unless you are very experienced with wheel landings, I would not recommend applying brakes on landing until after the tail is down.

The Continental O-200 is gets pretty cold during winter landings. During final approach, at low power, you can feel the cabin heat (what little there is) getting colder and colder. Always use carb heat in the winter time for landings, and try to carry extra power or rev the engine periodically to keep it warm.

I would not recommend flying this plane when the OAT is below zero Fahrenheit.

Remember to check the belly fabric during pre-flight, I have found it torn on more than one occasion.

Brakes are critical for any taildragger, do a good brake check as the aircraft first begins to move after starting.

If you find it difficult to taxi to the runway for takeoff, then its probably too windy to fly. (Built-in safety feature)

You are never done flying a taildragger until its back in the hangar. ☺