

~~DO NOT REMOVE~~

First appearing in 1971, the 7ACA was designed to be a cheap airplane. The base price was just \$4995. It looked like a 7 series, but it was powered by a Franklin 60-hp two-cylinder engine. The Franklin engine proved unpopular and production ended in 1973.

I've seen a few 7ACA Champs listed in *Trade-A-Plane* over the years. They remain low in price, at least when compared to some of the other classics.

### SPECIFICATIONS

#### Model: 7AC Champ Engine

Make: Continental

Model: A-65

hp: 65

TBO: 1800

Seats: 2 tandem

#### Speed

Max: 95 mph

Cruise: 86 mph

Stall: 38 mph

Fuel capacity: 13 gal

Rate of climb: 370 fpm

#### Transitions

Takeoff: 630 ft

Landing: 880 ft

#### Weights

Gross: 1220 lbs

Empty: 740 lbs

#### Dimensions

Length: 21 ft 6 in

Height: 7 ft

Span: 35 ft

#### Model: 7BCM Champ Engine

Make: Continental

Model: C-85

hp: 85

TBO: 1800

Seats: 2 tandem

#### Speed

Max: 101 mph

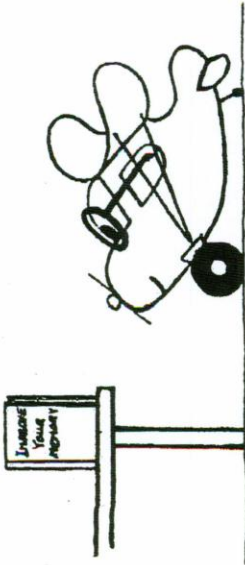
Cruise: 90 mph

Stall: 42 mph

Fuel capacity: 19 gal

Rate of climb: 620 fpm

From "Taking The Taildragged"



## NUMBERS TO KNOW

This section lists performance figures and limitations of nine of the most common classic taildraggers. The numbers were obtained from original owner's manuals, personal experience, and estimated when necessary from certain relationships that hold for nearly all planes. Other factory planes and homebuilt aircraft of this general type can be estimated from these examples.

The weights given are approximate. Check the aircraft weight and balance sheets for your specific aircraft. Airspeeds given are calibrated so may differ slightly from what you see on the gauge due to system errors. Speeds are also determined by the type of propeller installed. An aircraft used for training is apt to have a climb propeller so will not cruise as fast as one equipped with a cruise prop.

All specs are meant as a general guide for use when no other information, such as from a pilot familiar with the plane, is available.

## AERONCA CHAMP

This fabric covered, tandem seat aircraft is controlled with a stick. Its fuel tank is located ahead of the instrument panel. It has an oleo strut type landing gear, a standard door on the right side, and a trim tab on the elevator. Early models had 65 HP engines, but were often modified to use 75 or 85 HP. Later models had the larger engines. They were the forerunner of the Citabria. Two distinguishing features of a Champ are its round vertical tail and bubble windscreen. 85 HP models require a larger vertical stabilizer. It is soloed from the front seat. The following numbers apply to the 65 HP models.

LOADING: Gross Wt 1220  
Useful 510  
Fuel 78  
Oil 8  
Baggage (solo) 40  
(dual) 20

OIL: 4 qts Summer SAE 50  
Winter SAE 30  
Normal Pressure 30 - 40 psi  
Max Temperature 220 F

FUEL: Quantity 13 gals  
Consumption 4 - 4.5 gph  
Endurance 2.5 hrs  
Range 190 mi

RPM: Idle 550-600 Static 2010-2200  
Runup 1800 (75 max drop)  
Cruise 2150 Never Exceed 2300  
Shutdown 800

SPEEDS: Liftoff 50-55 Best Angle Climb 55  
Best Rate Climb 60 Cruise 75  
Power Off Stall 45 Final Appch 60  
Never Exceed 129 Short Field 55

- 7GC, 1959, Lycoming 140-hp engine
- 7GCB, 1960-64, Lycoming 150-hp engine
- 7GCBC, long-wing version of 7GCB (with flaps)

Citabria airplanes emerged in 1964. Citabria is "airbatic" spelled backwards. They, like their predecessors, have been very popular planes. Of course model numbers changed with engines:

- 7ECA, 1964-65, Continental 100-hp
- 7ECA, 1966-71, Lycoming 115-hp
- 7GCAA, 1965-77, Lycoming 150-hp
- 7KCAB, 1967-77, Lycoming 150-hp, (fuel injected)

Bellanca, another old name in airplane manufacturing, merged with Champion in 1970. They continued producing the Champion line, then attempted to introduce a very low-cost airplane, the 7ACA. It was built to sell for \$4,995 and had a two-cylinder Franklin 60-hp engine. It was never popular, and few exist today.

The Decathlon 8KCAB series, with a newly designed wing and bigger engine, was introduced in 1971. The new wing featured near-symmetrical airfoil, shorter span, and wider cord than the Citabria wing. This, coupled with the 6G positive and 5G negative flight load limits, and the inverted engine system, made the Decathlon perfect for aerobatics. It was available in 150-hp or 180-hp.

The last entry from Bellanca was the 8GCBC Scout. It is a strong-hearted workhorse built for pipeline/power line patrol and ranching; several fish and game departments also fly them.

Look for these airplanes under Aeronca, Champion, and Bellanca (Figs. 7-1 through 7-6).

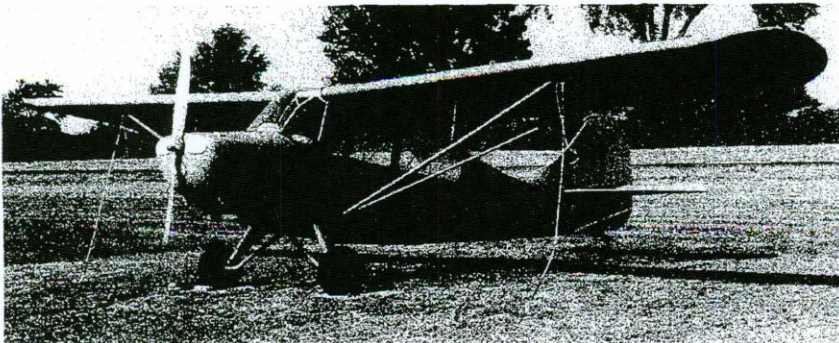


Fig. 7-1. Aeronca 7AC Champ.

# Miller Aviation

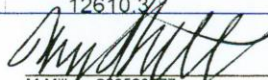
100 Airport Rd.  
Yuba City, CA 95991  
530-674-9645

Reg. Number: N83547  
Make/Model: Aeronca 7AC  
Year: 46  
Serial Number: 2225

Date: 04-08-1998  
Tach: 1352.3  
Max Weight: 1220  
Work Order:

New A/C Empty Weight:	750.3	Landing C.G. Range:
New A/C Empty C.G.:	16.8	Gear Extended C.G. Range:
New A/C Useful Load:	469.7	Empty Weight C.G. Range:

Description	Serial Number	Weight	Arm	Moment	Installed	Remov
Previous Aircraft Empty	2225	747.5	16.7	12483.3	n/a	n/a
<b>Removed</b> Air filter (paper)		1.00	-43.00	-43.0		X
<b>Installed</b> ELT		2.50	56.00	140.0	X	
Air filter Brackett		1.30	-43.00	-55.9	X	
<b>New Aircraft Values</b>		750.3	16.8	12610.3		

  
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