

1968 Bellenca 7ECA Citabria N1634G, can be converted to a 7GCAA

The airplane is a 7ECA, no flap wings, and a spring steel landing gear.

It was run off the side of a runway, into a snow filled ditch. The O-235 engine was torn down and the crankshaft was straight, but it failed to pass inspection due to internal corrosion. There was also a slight case crack in the area of the #3 cylinder. All four of the cylinders have small cracks from 4 of the spark plug holes. **The cost of O-235 parts is so high that it makes rebuilding this engine impractical so I am selling the airplane package *WITHOUT AN ENGINE*.**

It is all there, plus many new factory parts that I purchased, just no engine or prop (the prop only fits an O-235 engine.) It was a flying airplane in annual until the incident. I took it apart and trucked it back to Flying Cloud Airport.

It can remain a 7ECA or, by complying with Champion 7-12-89 drawing to install an O-320 150 hp engine the aircraft could be converted to a 7GCAA. According to the American Champion factory, other than the engine installation, the airframes are identical.

There is also an STC available from HO Aircraft for a 150 hp engine to be installed on the aircraft *and remain a 7ECA*. I believe the HO STC uses the same dual exhaust, cowlings, and engine mount as the 7ECA (all of which come with this project.)

Serial number is 629.

Total time airframe 1869 (all logbooks included.)

Has a current airworthiness and current FAA N number and registration. No liens on the aircraft.

Comes with a Peterson Aviation auto gas STC authorization.

Seats – I bought an additional factory rear seat and also have the factory original wide (interchangeable - they use the same mounting points) rear seat, plus the original std front seat. I have upholstery and cushions for all seats (useable but not matching).

The spring steel gear was checked and re-arched to original specs. I bought a new set of Univair new heavy duty milled gear attach shackles (much stronger than the original U bolts) and new Univair internal wrenching attachment bolts.(around \$400 for the set).

Included is a very nice Scott 3200 tailwheel and an essentially new tire and tube. Also have tail springs and steering arm parts and springs.

I drove to the ACA factory and purchased a number of new parts:

A New current style factory lower instrument panel to allow for moving the circuit breakers and switches all down to the lower left hand side of the instrument panel (exactly as the current airplanes are configured.)

New left and right side factory 'boot cowl' (just aft of the fiberglass engine cowlings), the factory made them with no vent holes so it can be used as the current standard with the flush mount square type fresh air vent or the original plastic round side vents.

New factory 7ECA/7GCAA wing trailing edges.

New factory shoulder harness attach points front and rear have been welded in. Comes with new shoulder harnesses front and rear, and the original wide military style single toggle release lap belts.

Factory parts and factory drawings to install a full opening swing out LH cabin window.

Papers and parts purchased to install a green house roof window (have a good green tinted plastic window), I bought new factory attach hardware/fairings.

New MAHOGANY ply floors for cabin and baggage areas - no need for carpet (lighter and much better looking floor), \$500+ for wood and shipping alone.) I have all the original floor boards (and carpeting) for patterns.

New factory wood fuselage stringers (except the two jointed belly stringers are original). Original undamaged fuselage stringers included as well.

All New Rainbow Aircraft STC'd fuselage formers, finished and varnished. Original undamaged fuselage formers included also.

I also purchased the Factory paperwork for authorization of 8.50 X 6 tires.

New factory rear seat heat parts (firewall heat control valve and new rear floor heat outlet cover).

Project comes with an aerobatic (lower height instrument panel), and a tall panel (room for more instruments.)

The airplane has front and rear seat heel brakes. I bought a later standard shared brake reservoir (*one reservoir being empty caused the runway departure*).. Also have a later standard, parking brake valve (these valves are really expensive).

Comes with both a dual 12.5 gallon single gauge fuel system and most of a dual 18 gallon dual gauge tank system (both gauges there)). The 12 gallon tanks are nice, and tight, The 18 gallon tanks have some repairs but were leak tested OK. Project has one wing root

mounted fuel gauge 'window' (that is what the 12.5 gallon tanks used.) All the tank bay ribs are there for either installation. The wings are completely assembled only the tank bay area needs ribs re-installed depending on which fuel system you want.

All new wood spars were installed in 96 (spars are excellent, no damage or repairs). I also bought the Rainbow Aviation STC and parts for the wing spar inspection kit.

All original leading edges *for patterns* (leading edges are formed from flat aluminum stock). All the old wing and fuselage fabric for inspection hole location, etc. are included.

Has all wing root fairings, etc and inspection covers, Factory pitot static (attaches to jury strut on wing, and all rudder, elevator, aileron, and trim cables included.

Good upper and lower fiberglass engine cowlings (full opening top sides type of cowling – so you can see the whole engine on preflight), with a factory landing light in lower cowling center. Some minor filling and sanding required on the cowling crazing.

Fuselage was undamaged, was inspected, *glass bead blasted* and epoxy primed (\$3000.)

Good windows, greenhouse, and windshield.

Great cabin door and *undamaged original interior door pocket*.

Very nice, undamaged engine mount

Very nice undamaged firewall

Original flex controls to cabin heat, mixture, etc.

Comes with all the internal cabin side panels for patterns or recovering.

All wheels, brakes, and axles. Currently has a set of excellent Desser Monster 6,00 X 6 tires. Has both a pair of extended axle nuts for wheel pants and short pair for non-pants use.

Factory Wheel pants and attaching hardware.

A set of **new** Whelen combination A600 Nav Lights, white tail lights and multiflash Strobe lights for the wing tips (rudder still has tail light mounting) and good Whelen power supply.

Excellent factory fiberglass tips

Uvonics ADSB out.

Nice set of dual exhaust pipes and mufflers (one spare muffler and shroud).

Includes a very good primer.

Instruments included:

- Airspeed
- Altimeter
- Oil temperature
- Oil pressure
- Ammeter
- 3 1/8" G meter
- Tachometer and drive cable
- Above panel mount Compass
- 3 1/8" electric turn coordinator/slip skid ball
- Outside Air Temperature gauge

Comes with a light weight (6.2 lbs) B & C L-40 belt driven Alternator for Lycoming, and a B & C LR3 C-14 voltage controller.

Also has Light weight starter.

Odyssey PC680 (< 15 lbs) light weight battery and firewall mount bracket (already approved.)

Master and Starter solenoids.

Excellent Struts (all Citabria, no 7AC) and jury struts.

Great rudder, ailerons, stabs, and elevators (all currently still covered).

Has King KT76A transponder with an ACK A30 altitude digitizer and transponder antenna, and 1/4 wave stainless comm antenna.

There are probably many items I failed to list. – feel free to ask.

It all fits easily into a 26' Ryder or Penske one way rental box truck. I am available to help load and secure the project.

The airplane is at KFCM airport (Flying Cloud – Minneapolis). I am happy to pick up and return anyone that would like to look at the project at the Minneapolis (KMSP) airport – and bring you back. It is only about 12 miles to my hangar.

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