

**Airglas, Inc.**  
3500 O'Malley Rd.  
Anchorage, AK 99507

Document No: AE14-1FM  
Date: November 7, 2016  
Revision: (-)

**DOCUMENT AE14-1FM**

FAA-APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT  
FOR  
American Champion Aircraft Corp.  
7GC, 7GCA, 7GCAA, 7GCB, 7ECA, 7GCBC, 7KC, 7KCAB, 8KCAB, 8GCBC

AIRPLANES EQUIPPED WITH  
AIRGLAS **LC18-ACA** CARGO POD

Registration Number: \_\_\_\_\_

Serial Number: \_\_\_\_\_

This supplement must be attached to the Approved Airplane Flight Manual and must be carried in the airplane when the Airglas **LC18-ACA** cargo pod is installed in accordance with STC SA02476AK.

The information contained in this document supplements or supersedes the listed model aircraft manuals and applicable appendices only in those areas listed. For limitations, procedures, and performance information not contained in this supplement, consult the basic Airplane Flight Manual.

FAA Approved By: Stacie Burkhardt Date: 11/15/16  
August A. Asay *FOR*  
Manager, Anchorage Aircraft Certification Office  
Federal Aviation Administration  
Anchorage Alaska

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LOG OF REVISIONS

<b>REV No.</b>	<b>Pages Affected</b>	<b>Description</b>	<b>Date</b>
ORIGINAL	ALL	ORIGINAL DOCUMENT	11/07/2016

**SECTION I. General**

FAA Approval Date: NOV 15 2016

This airplane is equipped with an Airglas, Inc., LC18-ACA cargo pod. The cargo compartment can hold up to 94 lbs. of cargo. The LC18-ACA pod is belly-mounted to the fuselage aft of the main landing gear using stainless steel clamps, brackets, and straps. The pod reduces the landplane effective ground clearance with this installation. Ground operations should be conducted with this reduction accounted for. The actual minimum ground clearance of the pod will vary with tire size, inflation pressure, airplane loading, gear design, and ground roughness. **Use Caution when selecting a landing site as ground clearance is reduced.**

"D" rings are provided in the pod to allow the pilot to secure cargo placed in the pod to prevent shifting.

### **WARNING**

The cargo pod is not designed to resist the effects of detonating explosives, bullets discharged from loaded firearms, or other high-energy impacts. Exercise extreme caution when selecting items to be carried in the cargo compartment.

## **SECTION II. Limitations**

1. The Never Exceed Speed ( $V_{ne}$ ) with the pod installed is 145 mph IAS (red radial line on airspeed indicator).
2. The maximum weight that can be carried in the cargo compartment of the pod is limited to 94 lbs.
3. This airplane must be operated only in the Normal Category. No acrobatics including spins are approved with the pod installed. All Utility Category limitations are deleted.
4. Placards : The following placards are added:

DO NOT EXCEED **145 MPH IAS**  
WITH AIRGLAS POD INSTALLED

Place Airspeed Restriction Placard on instrument panel immediately adjacent to Airspeed Indicator and **in full view of pilot.**

ONLY NORMAL CATEGORY OPERATIONS APPROVED  
WITH AIRGLAS POD INSTALLED  
SPINS ARE PROHIBITED

Place Operations Placard on instrument panel **in full view of pilot.**

## **SECTION II. Limitations-Continued:**

94 LBS. MAXIMUM BAGGAGE

Located on inner side of pod baggage side door.  
(All models except 8KCAB)

64 LBS. MAXIMUM BAGGAGE

Located on inner side of pod baggage side door.  
(8KCAB)

94 LBS. MAXIMUM BAGGAGE

-WARNING-

FLIGHT NOT PERMITTED WITH DOOR OPEN

Located on the aft door of the Pod.  
(All models except 8KCAB)

64 LBS. MAXIMUM BAGGAGE

-WARNING-

FLIGHT NOT PERMITTED WITH DOOR OPEN

Located on the aft door of the Pod.  
(8KCAB)

5. Instrument Markings: The airspeed indicator is marked as follows:

The red radial line is located at 145 mph.

**SECTION III. Emergency Procedures**

1. NO CHANGE

**SECTION IV. Normal Procedures**

1. PREFLIGHT INSPECTION
  - a. (Left side) Attaching Hardware/Straps -- Secure
  - b. (Right side) Attaching Hardware/Straps -- Secure
  - c. (Right side) Cargo--Secure
  - d. (Right side) Pod Cargo Door -- Hinge secure and door closed and latched.
  - e. Pod Rear Door—Door closed and latched.
2. LANDING
  - a. The landing site should be free of large rocks or other obstacles.

**SECTION V. Performance Information**

1. CLIMB Climb performance is unaffected by this modification.
2. CRUISE Cruise performance is unchanged by this modification.

**SECTION VI. Weight and Balance/Equipment List**

The equipment added to this airplane by this modification consists of the LC18-ACA cargo pod. Because the weight of the pod varies slightly from one production article to another, the empty weight of a complete installation may vary slightly. See the airplane's current weight and balance report for exact weight and balance information. The empty CG of the cargo pod is averaged at 12 inches aft the lowest point on the pod, but the arm of the cargo carried in the compartment may be variable forward or aft of that point depending on the weights and locations of the individual items carried. The actual arm of the pod cargo must be determined when computing the airplane's weight and balance for each flight during which pod cargo is to be carried. The pilot must calculate the load arm from the datum by measuring or other suitable means.

The net weight change produced by the installation of the *Airglas, Inc.* ® CARGO POD kit is as follows:

Aircraft	Pod Model	Datum Location	Pod Installation Weight and Arm	Cargo Arm
7GC, 7GCA, 7GCAA, 7GCB, 7ECA, 7GCBC, 7KC, 7KCAB, 8KCAB, 8GCBC	LC18-ACA	Wing Leading Edge	32.25 LBS @ +40.94"	Centered @ +43" Ranges from +1" to +85"

**SECTION VII. Handling, Servicing and Maintenance**

All handling procedures for this modification are standard. The LC18-ACA cargo pod should be installed, serviced, maintained, and inspected for continued airworthiness in accordance with the LC18-ACA-105 Installation, Maintenance and ICA dated March 31, 2014 or later FAA-approved revision.

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