

2018/05/31

BEFORE TAKE-OFF (Continued):

10. Re-check parking brake lever - Full Forward OFF.
11. Hold brakes and set power at 600 Ft.-Lbs. torque. (Stick full back).
12. Move Prop Lever "P" aft to check propeller RPM decrease. Return to flight position (Full forward).

TAKE-OFF: (NORMAL)

1. With power still approximately 600 Ft-Lbs. torque, release brakes and as aircraft moves forward gradually advance power lever to provide a smooth and continuous acceleration of the engine.
2. Allow the tail to come up and make a conventional take-off.
3. As Power lever is advanced make sure temperature and torque limits are not exceeded.
4. Best rate of Climb speed at 8,000 lbs. take-off weight is 111 mph. (96 kts) (179 km/h) (IAS). The best Rate of Climb speed at heavier weights can be expected to increase.
5. Adjust trim lever for climb and check temperature and torque limits. Reduce propeller RPM to approx. 2100 RPM for climb.

CAUTION: Reduction of prop RPM will increase Torque and can cause torque limit to be exceeded when already operating at max. torque.

TAKE-OFF (FULL HOPPER LOAD AND SHORT FIELD):

Use the same procedure as for normal take-off except as follows:

1. Lower flaps to 10° position (First Mark).
2. With a full hopper load full power can be applied (Within torque and temperature limits) before brakes are released.
3. After breaking ground do not retract the flaps until at least 105 mph (91 kts) (169 km/h) (IAS) is reached for take-off weights of 8,000 lbs.

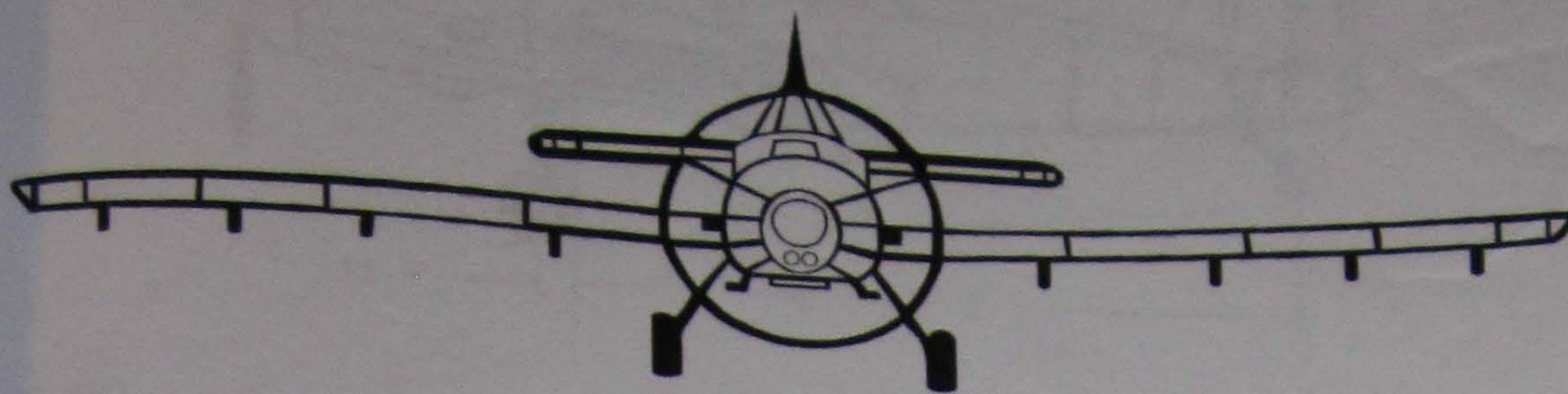
FUEL MANAGEMENT:

Pay attention to the slip indicator in cruise. The ball in the slip indicator should be centered otherwise fuel will transfer from one tank to another. Fuel migrates in the same direction that the ball indicates in the slip indicator. For instance, if the ball in the slip indicator is to the right of center that means the fuel is transferring to the right tank.

It's important to keep the fuel equalized in each tank especially when the quantity gets down to one-half and below. Fuel has a tendency to migrate to the right tank due to torque effect so if you want to transfer fuel back to the left tank to equalize the tanks, then use a little right rudder pressure so that the ball in the slip indicator is to the left of the center position. Fuel should transfer from the right tank to the left tank.

Once you have the tanks equalized, then apply rudder pressure such that the ball is centered. If you run either tank completely dry the engine can flame out even if you have a substantial amount of fuel in the other tank. This is because the header tank is out of fuel and the engine is starting to ingest air. For more information, read Service Letters 17 and 17A.

2018/05/31



WEIGHT & BALANCE DATA SHEET

Aircraft Make	Model	Serial Number	Registration Number
Air Tractor	502B	502B-0329	N6180J

Danny's Air Agri Services, Inc
1304 Old Bridger Rd
Jonesboro, AR 72401
Installation of Loadhawg,

Installation of Loadhawg,

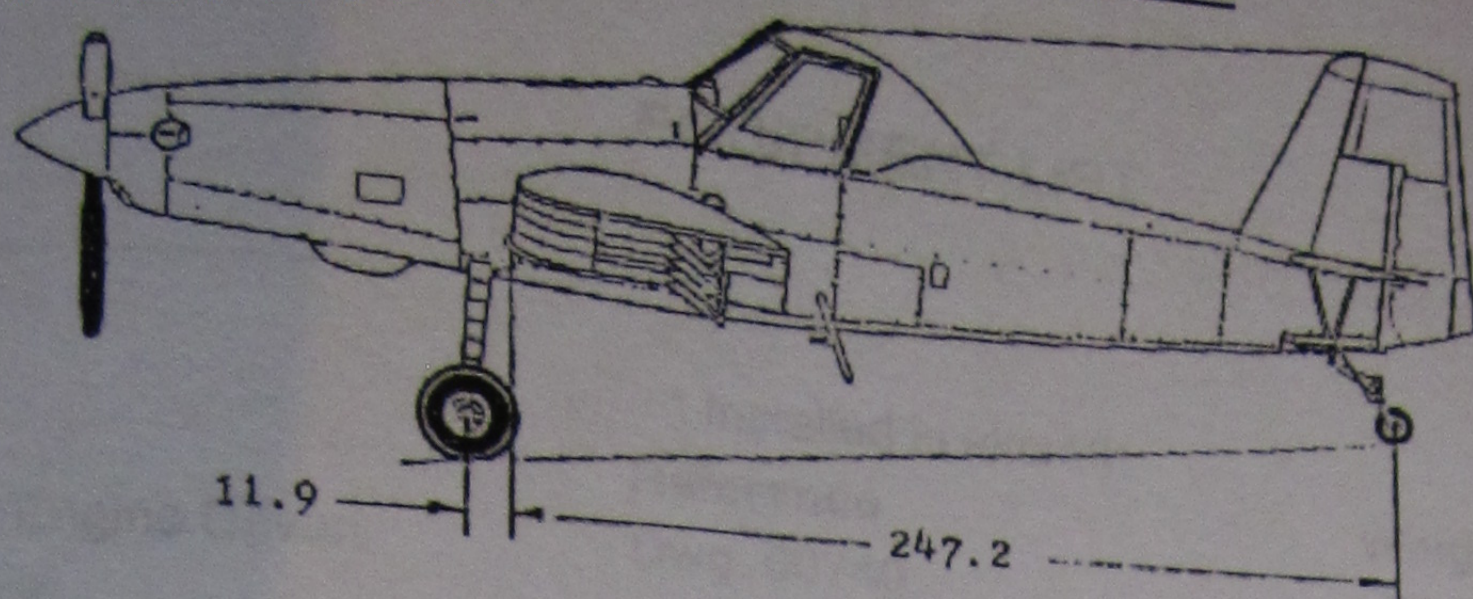
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May 03, 2012

Signature

AIR TRACTOR, INC.
Olney, Texas
SECTION 5 - WEIGHT AND BALANCE

2018/05/31



SERIAL NO. _____

LEVELING MEANS: Screw heads on engine inlet air scoop. _____
DATUM: Wing Leading Edge

Date Weighed _____

Left Main Wheel
Right Main Wheel
Tail Wheel

WEIGHTS (lbs)

CONDITIONS

Oil (9.2 Quarts) (-62.0)
Fuel (None) (+33.0)
Installed Equipment
(See Equipment List)
"

Empty Weight & C.G.

lbs. @

Sample Loadings:

FORWARD C.G.

AFT C.G.

	<u>Weight</u> (lbs.)	<u>Station</u> (in.)	<u>Moment</u> (in.-lbs.)	<u>Weight</u> (lbs.)	<u>Station</u> (in.)	<u>Moment</u> (in.-lbs.)
Main Wheels		-11.9			-11.9	
Tail Wheel		247.2			247.2	
Pilot	170	74.0	12580	170	74.0	12580
Crew*	0	107.0	0	0	107.0	0
Unusable Fuel	40	33.0	1320	40	33.0	1320
Fuel	205	33.0	6765	1105	33.0	36465
Rinse Tank (water)	149	-28.0	-4172	149	-28.0	-4172
Payload		12.0		0	12.0	0
	8000					

Forward C.G. = _____ = " (Limit is 18.0" at 8,000 lbs.)

Aft C.G. = _____ = " (Limit is 24.0" at 8,000 lbs.)
(Limit is 28.0" at 6,980 lbs.)

Notes:

*If optional p/n 11524-40 Loader Seat is installed.

When crew is carried in optional Loader Seat, rinse tank must be filled with water.

For Optional 234 gal. (228 usable) Fuel:

Full Fuel 1537 lbs. @ 33.0 in.

For Optional 126 gal. (120 usable) Fuel:

Full Fuel 809 lbs. @ 33.0 in.

Unusable Fuel = 40.0 lbs. @ 33.0 in. (for Standard & Optional Fuel Tanks)

Water = 8.33 lbs./gal, Jet A = 6.74 lbs./gal

For Optional 216 gal. (210 usable) Fuel:

Full Fuel 1415 lbs. @ 33.0 in.

For Standard 170 gal. (164 usable) Fuel:

Full Fuel 1105 lbs. @ 33.0 in.

(for Standard & Optional Fuel Tanks)