

AGRICULTURAL FLYING:

Since agricultural flying is extremely varied, it is not practical to recommend operating procedures which in many cases would not fit a particular operation. However, the procedures outlined in this section are general and may be followed if they apply.

Survey of field:

1. Before entering the field to be treated, fly around the entire perimeter at least once to firmly establish the location of wires, stand pipes, or other obstacles.
2. Determine direction field will be flown and check position of flagmen if used.
3. Check surrounding area on downwind side for possible drift damage.
4. Make note of houses or areas to avoid during turns.

Entering Field:

1. If practical, make first pass into the wind so that two passes will be made before the first downwind turn is required. Avoid making first pass into the sun, however.
2. If obstructions border the field reduce speed slightly and make a high approach. When obstruction is near enough, nose down smoothly to an angle which will clear obstruction and apply power to prevent high-speed stall on roundout. Avoid flying just above obstruction height and abruptly pitching over.

Swath: (Spraying)

1. For a full load on a hot day set prop at 1600 RPM and at 2600 ft./lbs. torque or less, depending on how well the aircraft is performing.
2. Spray runs may be made at 140 to 150 mph (122 to 130 kts) (IAS) when the aircraft is heavy, which will provide good penetration as well as adequate speed for pull-ups and turns.
3. As load diminishes, reduce power and RPM as appropriate.
4. The operator should select a speed which feels comfortable and best fits his particular operation. In gusty air always use 5 to 7 mph (4 to 6 kts) (IAS) more speed during turns when loaded.

Pull-Ups:

1. Prior to pull-up apply additional power smoothly.
2. Abrupt pull-ups should be avoided since excessive speed is lost which reduces turn performance.
3. When making pull-ups over wires avoid starting to bank too soon.