

AIR TRACTOR, INC.

Olney, Texas

BEFORE TAKE-OFF (CONTINUED):

9. Starting Control Lever "S" - Position forward to FLIGHT IDLE.
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 7,000 lbs. (3175 kg.) take-off weight is 95 mph. (83 knots) (153 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.

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 effects 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 178 and 178A.