

AGRICULTURAL FLYING (Continued):

Turns:

1. The previous training and experience will influence the operator flying the AT-602. All conventional types of turns may be performed in the AT-602.
2. Flaps may be used as a turning aid providing small deflections are used (5 to 8 degrees). The usual method of using flaps is to make the pull-up and initial bank with flaps retracted. As the aircraft is being banked to turn back into the field, touch the flap switch briefly and let off a little back pressure on the stick, as the flaps cause a slight pitch up tendency. Continue the turn, and as you line up for your pass, retract the flaps.
3. Make coordinated turns. Use the slip indicator as a means of determining whether or not you are carrying bottom rudder. The AT-602 has excellent stall characteristics and if the aircraft is inadvertently placed in an impending stall situation, it is only necessary to relax some back pressure on the stick to make recovery, and little altitude is lost, providing the turn is coordinated. A stall from a skidding turn will result in the nose dropping sharply with a significant loss of altitude.
4. In addition to being hazardous, a skidding turn can transfer fuel from one tank to another, which will result in flameout if one tank runs dry. Monitor the fuel level in each tank when the fuel level reaches 1/2 tank. For aircraft with a single fuel gauge, leave the selector switch on the low tank. Fuel transfer can occur when flying a racetrack pattern if the turns are not coordinated.