SECTION 2 DESCRIPTION & OPERATING DETAILS

STALLS

The stall characteristics are conventional, and aural warning is provided by a stall warning horn which sounds between 5 and 10 MPH above the stall in all configurations. All controls remain effective throughout the stall.

NOISE ABATEMENT

Increased emphasis on improving the quality of our environment requires renewed effort on the part of all pilots to minimize the effect of airplane noise on the public.

We, as pilots, can demonstrate our concern for environmental improvement, by application of the following suggested procedures, and thereby tend to build public support for aviation.

- 1. Pilots operating aircraft under VFR over outdoor assemblies of persons, recreational and park areas, and other noise-sensitive areas should make every effort to fly not less than 2000 feet above the surface, weather permitting, even though flight at a lower level may be consistent with the provisions of government regulations.
- 2. During departure from or approach to an airport, climb after takeoff and descent for landing should be made so as to avoid prolonged flight at low altitude near noise-sensitive areas.

NOTE

The above recommended procedures do not apply where they would conflict with Air Traffic Control clearances or instructions, or where, in the pilot's judgment, an altitude of less than 2000 feet is necessary for him to adequately exercise his duty to see and avoid other aircraft.

SECTION 3 EMERGENCY PROCEDURES

INTRODUCTION

Emergencies caused by airplane or engine malfunctions are extremely rare if proper pre-flight inspections and maintenance are practiced. However, should an emergency arise, the basic guidelines described in this section should be considered and applied as necessary to correct the problem.

EMERGENCY HOPPER DUMP

If, in the event of an emergency, it becomes necessary to dump the hopper contents, the following procedure is suggested.

- 1. Hopper Control Metering Stop -- ROTATE UP out of position.
- 2. Hopper Dump Handle -- FULL FORWARD to dump hopper load.
- 3. Control Stick APPLY FORWARD PRESSURE to maintain a steady climb attitude.
- 4. Hopper Dump Handle -- FULL AFT to close hopper dump door when altitude gain is satisfactory or hopper load is exhausted.

It is recommended that the pilot become familiar with pitch trim changes during an emergency dump. A suggested method for this is to dump a partial hopper load of water at altitude at least once at the beginning of the season. This will also permit a system check for proper operation.

When performing liquid dispersal operations, the hopper control metering stop should always be disengaged to permit unrestricted dumping of the hopper load due to an emergency. After an emergency hopper dump, the dump door may be closed in flight.

During dry material application, the hopper control metering stop will probably be in use. If an emergency dump becomes necessary, disengage the metering stop before the dump is attempted.

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF RUN

- 1. Throttle -- IDLE.
- 2. Control Stick -- FULL AFT.
- 3. Brakes -- APPLY.
- 4. Wing Flaps -- RETRACT.

STANDARD TEMPERATURE TABLE

PRESSURE ALTITUDE												1	TEMPERATURE								
S.L.																					15
2000																					11
4000																					7
6000																					3
8000																					- 1



STALL SPEEDS

CONDITIONS: Power Off

NOTES:

- 1. Altitude loss during stall recovery may be as much as 300 feet.
- 2. IAS values are approximate.

WEIGHT LBS		ANGLE OF BANK											
	FLAP DEFLECTION	0	ol	30	00	4	5 ⁰	60 ⁰					
		MPH IAS	MPH CAS	MPH IAS	MPH CAS	MPH IAS	MPH CAS	MPH IAS	MPH CAS				
4400	UP	73	71	78	76	87	84	103	100				
	10 ⁰	71	69	76	74	84	82	100	98				
	20 ⁰	68	67	73	72	81.	80	96	95				

Figure 6-4. Stall Speeds