will become a large factor in properly interpreting the most suitable operating limitations of this airplane.

As a general guide, the following five areas should be considered when operating in this restricted category:

1. GROSS WEIGHT:

The Ag Wagon and Ag Truck have been demonstrated at weights up to 4000 and 4200 pounds respectively. With the Ag Truck and its 280-gallon (37.4 cu. ft.) hopper, it is possible to exceed the 4200 pound restricted weight by a considerable amount if high density materials are carried in the hopper. The Ag Truck hopper is limited to 1800 pounds maximum, and particular attention is required so that neither the gross weight of the airplane nor the hopper is exceeded. Takeoff performance at these gross weights is limited, and ideal field elevation, runway, and weather conditions are expected to exist in obtaining satisfactory takeoff performance. Operation from fields in excess of 1000 feet above sea level, rough or soft runways, adverse runway gradients, high outside air temperature, turbulence, etc., may prevent a safe takeoff at these gross weights. All of these things must be considered by the operator.

2. SPEED AND LOAD FACTORS:

The speed, while operating in the restricted category, is restricted to not more than 121 MPH. The airplane may be operated at this speed with a maximum flap extension of 5°. At the same time, it is expected that the airplane will not be maneuvered with load factors in excess of 2.5 g's while carrying heavy loads. It is obvious that the margin of strength is reduced at the higher gross weight, and therefore, the operator must take this into account when conducting pull-ups and turn around maneuvers at the end of the field. Operation of the airplane with flap extensions in excess of 5° must be limited to no more than 109 MPH or 2.0 g's.

Although the airplane is capable of working at speeds from 85 MPH to 121 MPH, it is suggested that a speed of 95 MPH to 115 MPH be used for very heavy loads. The use of very low airspeeds in combination with heavy loads is not recommended because it reduces the margin of safety.

3. RUNWAY CONDITIONS:

Where the runway is unusually rough, and therefore, subjects the airplane's landing gear and structure to high, sharply accelerated loads, the gross weight should be restricted. Such operation can exceed