

NOTE: The pilot should always fly to a point at pickup. This will allow the ground crew to give direction to the pilot after a missed attempt such as 10 feet forward or aft of the pilot's established reference point.

6. Upon hooking the banner, the airplane climbs at a minimum speed of 1.2 times the stall speed and maximum engine power is applied.
7. Upon reaching 225–250 feet AGL, maintain proper forward momentum and altitude. Although the climb is stopped, the aircraft may remain in a nose-high attitude.
8. Full power and adequate airspeed are maintained until reaching 1,000 feet AGL.

**B. The Banner Drop. (All procedures should be adjusted for different aircraft performance.)**

1. The airplane approaches the designated drop zone at 300 feet AGL.
2. Upon reaching the drop zone, full power is applied prior to releasing the banner and minimum airspeed should be 1.2 times the stall speed. Full power should be maintained after the banner release handle is activated. This is a safety procedure in the event the banner does not release and snags an object. The pilot would then have power to assist in recovery. Caution should be exercised as to not exceed 1.5 times the stall speed of the aircraft.
3. Rotation is initiated prior to dropping the banner.
4. When the airplane is established on the up-line, a delay of approximately 3 seconds is incorporated into the maneuver to allow the banner to reach its lowest altitude.
5. After the banner is released, the pilot should be prepared to hold the controls in position as the nose will pitch up because of the reduction of drag after banner release.
6. Procedures to follow in the event the banner does not properly release.