

APRIL | 2020

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DICK READE: A View From the Top

by JOSH RITTENBERRY

Less than a generation removed from the end of the war that was supposed to end all wars, another simmered on two fronts. At risk from the east and the west, America of the late 1930s and early 1940s was deeply hesitant to get involved in skirmishes on foreign soil.

The horrors of World War I were a not-so-distant memory still seared in the United States' collective consciousness. And after all, there were more serious problems at home. The bruising effects that the Great Depression had on every aspect of Americans' lives left little to no appetite for war. The economy was gutted, unemployment and homelessness soared, the 10-year-long Dust Bowl had wiped out large swaths of once fertile farmland. The American Dream, which bore the fruits that gave the 1920s their roar went out like a whimper as the decade turned the page, transforming that dream into a desolate nightmare.

It was during this time of great uncertainty that Richard "Dick" Reade was certain of a dream of his own: aviation. The son of a stockbroker and a homemaker, Dick Reade grew up in the Hudson Valley of New York, graduating from Scarsdale High School. Although flying had always been an inherent interest of his, it was the unique vocation of animal husbandry that took him away from the east coast and landed him as a freshman at Iowa State University, an ideal place to study as the agriculturally-centric Ames campus had been originally established as a state agriculture college and model farm. Dick Reade dug into his studies there with his ever-present vigor as the goal of raising and farming cattle out west—a place far removed from the Hudson Valley—was on track to becoming a reality, fulfilling—at least for himself—a small piece of that American Dream.

But then came that day of infamy.

December 7, 1941 forever altered the trajectory of an entire generation digging out of the slog of the Depression. Dick Reade was not immune from the precipitous effects of war. His course, too, was also changed forever. While at Iowa State, he had nourished his appetite for flying and secured a spot in the university's aviation department, soloing after seven hours before finally earning his private license in the program's Cessna 140.

As war broke out, on hold—at least in the near future—were dreams of cattle farming. In its place was a spark that lit the flame of instinctive duty, a call to arms. This was not a time for the self-indulgence of youth. His country needed him now more than ever.

(To be continued next month.)



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**1989 Air Tractor, AT-402,
N1012B**

12623.4 A/F TT, Left and Right Bottom Load Fuel, Left and Right Loader Value, Flow Control, Vertex Generator, Heat and A/C, Aluminum Boom, Satloc GPS, Less Spreader



**2010 Thrush, S2R-T34,
N5298F**

4200.0 A/F TT, Sprayer, Nav Lights, 228 Gallon Fuel System, Intelliflow, Smoker, G4, VGs, Bottom Fuel, Lane Electric Brake, New Glass, Fresh Annual, Load Hawg

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**1994 Ayres, S2R-T34,
N94PR**

7835.9 A/F TT, 750 HP, Avenger Spar Caps, GPS Bantam-Intelliflow, CP-09s, Vortex



**2013 Thrush, S2R-H80,
N3046N**

2700.0 Engine & A/F TT, 0.0 SIRAN, Fresh Annual, 800 HP, Load Hawg, VGs, Bottom



**1996 AYRES-41, S2R-T34,
N2243J**

8352.0 A/F TT, 850 HP, Satloc M-3 w/ Intelliflow, Lane Electric Fan Brake, Smoker, Cool Seat,

Generators, Hopper Rinse, Spreader, Harbor, Air Conditioner, Electric Fan Brake, Bottom Load Fuel, Kawak Quadrant, Smoker, New Landing Gear, Wingman, Winglets

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**2006 Thrush 550-10,
S2RHG-T65
N41024**

4194.0 A/F TT, 4287.4 TT SCAM, A/C & Heater, Satloc G4 w/ Flow Control, Fast Start, Transland 3" Pump, Stainless Steel Booms, CP-09 Nozzles, Stainless Steel SLK-41 Spreader, 228 Gal Fuel

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Fuel/Dual Load, Leading Edge Lights, Stainless Steel Booms, Hopper Rinse, Smoker, Spreader w/ Kicker Plate, CPs, G4 Intelliflow

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**2012 Thrush, S2R-T34
N3006C**

2562.0 A/F TT. Bantam Satloc Flow Control, Lane Pump, Fan/Electric Brake, Bird Lights, Long Stock Mod, Concorde Battery, Field Approval, 4 Each RG35-AX Replace 2 ACH Gills, HIS Included, New Segments And O/H Of The CT Vane By RT Turbines, "O" Time Since New Urethane Paint

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Air Conditioner/Heat, Hopper Rinse Tank, Bottom Load Fuel, Stainless Steel Boom

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**1995 Ayres, S2R-G6
N3160M**

11,024.0 A/F TT, Stainless Booms, Transland Slim Line Spreader, Bantam w/ 9" Screen and Flow Control, Load Hawg, 2" Load Valve, Pump w/ 4-Blade Electric Brake, 63 T Jet Check Valves and CP09-3P Nozzles

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**2018 Thrush, S2R-H80
N318SW**

900 A/F TT, GE H80 (800 SHP engine), 510 gallon spray system with 41" stainless steel gatebox, leading edge lights, G4 and flow control, Load Hawg, smoker, plus much more.

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**1999 AT-402B
N51967**

7922.0 A/F TT, PT6A-15AG, 8950 TT engine, Covington light OVH at 6500 engine hours, SATLOC Bantam with G4 screen, flow control, A/C, heat, Garmin G5 attitude indicator, CP 11 nozzles, smoker, very little fertilizer, Transland 10 vane, overhauled FCU and fuel pump at 7322.0 TTAF, wing spars done in June 2019 at factory. One owner, always hangared

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**1974 Grumman Ag Cat, G-164A
N9688**

6042.6 A/F TT, 600 HP, Del Norte GPS, Smoker, Spreader, Transland Gate, Stainless Belly Skin, 80 Fuel Cap, CP 09 Nozzles, Stainless Steel Booms

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