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DICK READE: A View From the Top: Part 2

by JOSH RITTENBERRY

As the clouds of war darkened the once-serene skies over the Pacific, Dick Reade answered his nation's call to arms without an ounce of hesitation. In preparation for outright war with the Empire of Japan after the surprise bombing of Pearl Harbor, Dick joined the ROTC program while still at Iowa State. With a mere 25 hours of flying time under his belt, he had transformed his passion for aviation into a clash with destiny over the land of the rising sun.

In the weeks and months following the infamous attack, Dick volunteered in the United States Air Force, experiencing his first military-style flight training while based at Peterson Field, Colorado. There he trained in a North American B-25 Mitchell, a medium-sized bomber

that was introduced in 1941 and named for Major General William "Billy" Mitchell, a pioneer of U.S. military aviation. In addition, Dick also trained in a Stearman, an aircraft that would have a huge impact on his post-military career.

With training completed, Dick was assigned to the Air Force's 28th Photographic Reconnaissance Squadron in 1943 and was stationed at Kadena Air Base in Okinawa, Japan. His first taste of being on the front lines of battle also brought with it another first: setting foot outside the United States.

After he disembarked from the ship that delivered him into enemy territory, there was little time for Dick to absorb his foreign surroundings. He went straight away into the cockpit of a Lockheed P38 Lightning. Of the seven assignments carried out by his squadron, Dick participated in five, which varied in length from a few hundred mile short distant missions to an arduous seven hour flight over Korea for which he was awarded a medal.

Between missions, Dick flew important personnel around the region, but he was not immune from witnessing dangerous combat as his P38 would typically draw fire from Japanese bombers. As soon as the P38 crew spotted a puff of black smoke in the sky, they knew there was incoming on the way and little time to act. After a brief chase, they would often climb to higher altitudes above the clouds to lose sight of the enemy and return to their base safely.

No other sight from above was more apparent than the mushroom cloud that formed 1,900 feet above Hiroshima after Little Man had been dropped by the Enola Gay, decimating the strategic industrial city. Three days later on August 9, 1945, Dick Reade was in the air and likely saw what was to be the last puff of smoke in the conflict as Fat Man wiped out much of Nagasaki.

Following the conclusion of the war, Dick Reade had found himself in the ranks of the Greatest Generation. But yet some of his greatest achievements and contributions were still to come.

(To be continued next month.)



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

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**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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COCKPIT
N705MC
0.0 A/F TT
READY FOR WORK!**

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

2700.0 Engine & A/F TT, 0.0 SIRAN, Fresh Annual, 800 HP, Load Hawg, VGs, Bottom Fuel/Dual Load, Leading Edge Lights, Stainless Steel Booms, Hopper Rinse, Smoker, Spreader w/ Kicker Plate, CPs, G4 Intelliflow

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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 Valve, Flow Control, Vertex Generator, Heat and A/C, Aluminum Boom, Satloc GPS, Less Spreader

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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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**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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**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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