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SPECIAL OF THE MONTH



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



2019 Thrush 710, PT6A-65, N519SW

210 A/F TT, Garmin G5, smoker, Hatfield bottom fuel, 41" stainless steel gatebox, MVP-50T glass panel, leading edge lights, G4 Satloc and CP flow control, air repair hydraulic gate, Load Hawg, and much more.



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



2018 Thrush, S2R-H80, N318SW

700 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.



1995 Ayres, S2R-G6, N3160M

11,024.0 A/F TT, 750 HP, Spreader-Slim Line, Air Conditioner, Strobes, Weathero, Electric Fast Start System, Satloc M3, Load Hawg, Checks Valves & CP 09, 2" Load Valve, Bantam w/ 9" Screen, Spring Type Tail Wheel, Flow Control, Serviceable Wings Installed at 10,918.3 Hours, Stainless Steel Boom



1994 Ayres, S2R-T34, N94PR

7835.9 A/F TT, 750 HP, 578.7 Hrs Since 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



1989 Air Tractor, AT-402, N1012B

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



2013 Thrush, S2R-H80, N3046N

2700.0 A/F TT, 800 HP, Load Hawg, VGs, Bottom Fuel/Dual Load, Intelliflow with Smart Pump, Leading Edge Lights, Stainless Teel Booms, Hopper Rinse, Bantam, Smoker, Spreader w/ Kicker Plate, Radio, CPs, G4 Intelliflow



1994 Ayres, S2R-G10, N773CC

6500.0 A/F TT, Cool Start System, Hatfield Single Point Fueling, ATS-VGs, Kawak Hydraulic System, Satloc-G4, Load Hawg.



2006 Thrush, S2RHG-T65, N41024

4194.0 A/F TT



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



2013 Thrush, S2R-T34, N3006J

3000.0 A/F TT, Zee Air Conditioner, Lane Electric Fan Brake, MVP-50T, Leading Edge Lights, AM Safe Inflatable Restraint System for Front & Rear Seats.



2014 Air Tractor, AT-602, N51037

8757.7 AF/TT, G4 GPS w/Intelliflow, smoker, aluminum boom, hydraulic gate, wing man, CP nozzles, New Paint.



2010 Thrush, S2R-T34, N5298F

3782.0 A/F TT, sprayer, nav lights, 228 gallon fuel system, Weath-Aero fan, intelliflow, smoker, G4, VGs, bottom fuel, additional equipment, 500 SMOH

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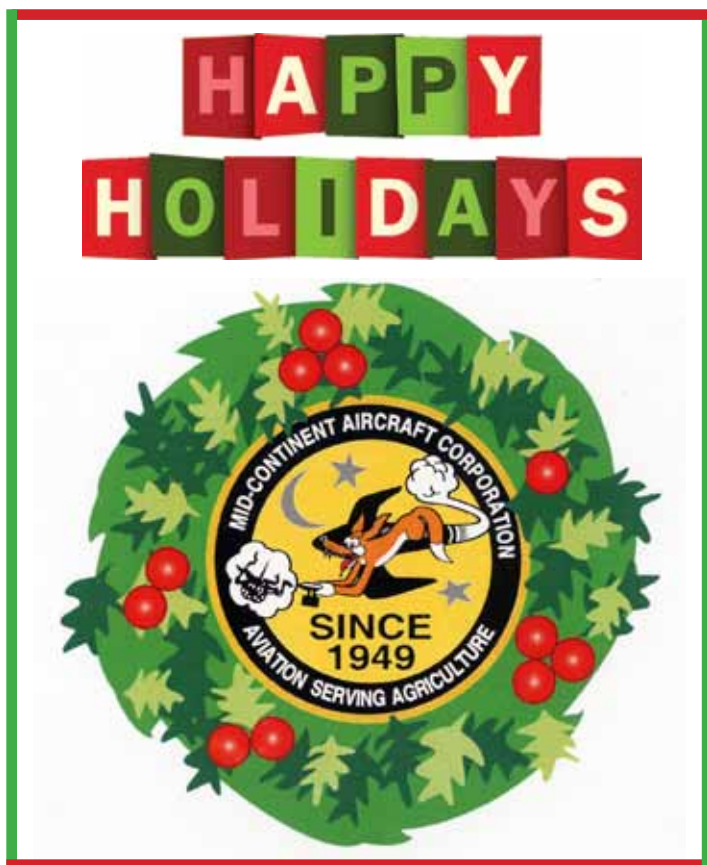
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DECEMBER

2019

A World Away

Long before he founded Mid-Continent Aircraft Corporation, President Dick Reade flew with the 28th Photo Reconnaissance Squadron during World War II. During one routine mission photographing Japanese carriers, he and his crew watched the mushroom cloud rise above Nagasaki.

Later, when half the squadron was deactivated, Reade became Chief of Officer Assignments and assigned himself to the 418th Night Fighter squadron, where he flew P-61s and later became a headquarters pilot for B-25s.

