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SPECIAL OF THE MONTH



2008 AVIAT, A-1C-180, N188F

790.0 A/F TT, Becker 720 Com/Radio, Becker Transponder w/ Encoding Altimeter, Garmin 496 GPS, Garmin 660 GPS with ADSB In and Weather, Full Six Pack Panel, Wingtip Strobes, Digital Tachometer, Digital CHT/EGT/Oat, Left and Right Landing Lights, Taxi Light, Pilot and Co-Pilot Heat, Left and Right Extended Baggage Doors, Engine Pre-Heater, Bose Headset, Dual Push-To-Talk, 26" Tundra Tires, Alaskan Bushwheel Tail Wheel.



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 Hawk, 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



1964 Ag Cat, G-164, N705Y

15029.4 A/F TT, 315 HP, Extended Wing Tips, B Canopy, New Satloc GPS, Sealed Cockpit, Air Conditioning, Horizon P1000 Electronic Tachometer, Late-Style Panel



1990 Air Tractor, AT 502, N45113

8,756.7 A/F TT, 750 HP, Frakes Inlet, Collins A/C, Inverter, Nose Lights, 25" Gate Box, Wing Work Lights, Wing Man, G-4 Satloc, Wire for Business Band Radio, Laser Altimeter, 3/8" Glass Windshield, Bleed Air Heater, Crop Hawk, 210 Gallon Fuel, Smoker



2013 Thrush, S2R-H80, N3046N

1600.0 A/F TT, 800 HP, Load Hawk, 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



1975 Grumman Ag Cat, G-164A, N48399

3162.0 A/F TT, 600 HP, Factory Mount, 3" Gruman System, Oil Cooler Door, Transland Pump, 8 Van Spreader, Bottom Load Fuel, Skytractor Spin-On Oil Filter, Smoker, Chip Detector, Stainless Steel Boom w/ CP-11TT Nozzles, Lane Electric Brake, Digitl Tachometer, Locking Tail Wheel, Strobes-Nav Lights, KY 97A Com Radio, Garmin 320A Transponder, Air Conditioner, 1-inch Heavy Gear, Grandpa Left Side Step, 80 Gallon Fuel, Bantam GPS w/ Intelliflow, Load Hawk, New Instrument Panel



1996 AYRES 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



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



2012 Thrush, S2R-T34, N3000H

2400 A/F TT, 750 HP, MVP-50 Glass Panel, Bantam GPS, Flow Control, Intelliflow, CP Nozzles, Winglets, AM Safe Seat Belt

AVAILABLE FOR LEASE OR SALE



1999 Air Tractor, AT-602

8757.7 A/F TT, G4 GPS w/Intelliflow, smoker, aluminum boom, hydraulic gate, wing man, CP nozzles



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

SUPPORT EQUIPMENT



(2) 2013 International Dura Star 4300 DT

2 x 300 gallon fuel tanks, 2 x 75 gallon fuel tanks, Honda G x 160 fuel pump with meter, stainless tube with dribble valve, manual gate, steel bed with scales, fold over 12" auger



2006 International 4300 DT466

Stainless auger and bed with scales, hydraulic gate, hydraulic sock, hydraulic fuel, dribble valve, chain drive auger, fold over 12" auger



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SERVICE • KNOWLEDGE • INTEGRITY • EXPERIENCE



Boyle Flying Service of Boyle, Arkansas recently took delivery of a 2014 Air Tractor 802 which is purchased from Mid-Continent Aircraft Corporation. Pictured (left to right) are Stan Hunter of Mid-Continent, Michael Parker, Pittman Edwards, Bern Prewitt, Mid-Continent President Dick Reade and Red Roark.



Mid-Continent Aircraft Corporation founder Dick Reade recently celebrated his 97th birthday—at work. Mr. Reade can still be found in his office at the company's Hayti, Missouri headquarters each day.

Pre-flight Fuel Test Essential To Safe Aircraft Operation

During the grueling pace of high season operation, the basics of aircraft and engine maintenance may slip to the wayside in favor of an extra spray job or getting home to see family at the end of the day.

Even experienced pilots can become complacent and forget the necessity of a few key operating steps that can extend engine life or avoid unwanted repair costs. Recent field events have been directly driven by overlooking some of the fuel system practices below. Even as some regions edge closer to completing another flying season, reminders about long-term maintenance for the aircraft's fuel system are good lessons for us all.

Conducting a proper pre-flight check per the aircraft POH (pilot's operating handbook) is the most important step for eliminating or reducing long-term impacts of water contamination in an aircraft fuel system. Performing this step is critical for functionality of the fuel delivery system. Failure to do so could jeopardize pilot safety and invalidate the engine warranty.

Due to condensation, water may build up in the fuel system of the aircraft and on-site fuel storage containers. During the pre-flight check, it is a requirement to drain fuel from both the header tank and wing tank sumps to remove water from the fuel system.

"During recent on-site troubleshooting for an apparent fuel system issue, several pints of water were drained from the aircraft sumps. The operator was surprised by the amount of cruddy water that had accumulated in the system," said Lubos Hrdina, a GE Aviation field service engineer. "Stagnant water causes corrosion of fuel system components and reduced engine performance. In this specific case, the fuel control unit had to be replaced due to water contamination-caused corrosion."

Draining on-site fuel storage containers is recommended on a regular basis to remove accumulated water. A robust fuel storage system should have fuel-water separators and high quality (two microns) fuel filters to help reduce contamination.

As always, operators should refer to aircraft or engine manufacturers with specific questions about maintenance practices.

For additional information, please refer to FAA Advisory Circulars AC 20-29B (Use of Aircraft Fuel Anti-Icing Additives), AC 20-43C (Aircraft Fuel Control), and AC 150/5230-4B (Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports).

These fuel system best practices will help prolong equipment life and improve safety margins while reducing business interruptions.

This article first appeared in AgAir Update.



A corroded check valve (ABOVE) can lead to contaminated fuel. (LEFT) Contaminated fuel is shown after being drained from an aircraft tank.

