



Another problem-solving
product from:

Steward-Davis



The **Super -Doer**

...a can-do-it version of the THRUSH



SAFETY:

The Super-Doer version of the Thrush incorporates a strengthened empennage, a system that automatically warns you when oil or air contamination is becoming dangerous, bigger brakes, enough fast-response power for even the hottest days of the year and enough other safety features — to create *the safest Thrush yet.*



PERFORMANCE:

The 1200 horsepower R1820 engine of the Super-Doer poweregg transforms a Thrush into a STOL takeoff performer with totally new capabilities, and ample power to lift the largest payload that your Thrush was designed to carry — *from any airport in the world.*



EASY MAINTENANCE:

The entire powerplant assembly of the Super-Doer is *hinged* so that you can quickly swing it away from the firewall for inspection, service, or accessory changes. In addition, quick-change features make it possible — when it may become necessary — to change a Super-Doer QEC within less time than it now takes to change a starter on a standard Thrush.

The **\$upe**



...can d

Installing a Super-Doer 1,200 on a Thrush converts this popular *productive agricultural machine.* aircraft have too often been faced many flights. If they filled hoppers would be underpowered, and reduced productivity. Or, if they cut payload aircraft more trips to treat the same modest cost, Thrush operators *hoppers on every trip* — with a that outperforms costly gas turbine shines especially in operations from airstrips on hot days. If you would a quick-change powerplant *can h to come, please dial . . .*

STEWARDS

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r-Doer



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horsepower powerplant assembly plane into a *much safer and more* previously, operators of Thrush with difficult decisions before too with full payloads, the aircraft ced performance would cut pro- they would have to fly the same e number of acres. Now, at a n have *enough power to carry full* modern, systems-engineered QEC e installations on the Thrush and n short, rough, high-altitude like to receive details on how such *lp you reap more profits for years*

DAVIS, INC.

6-1871



DEPENDABILITY:

Each engine certificated for use in a \$Super-Doer QEC, whether brand new since leaving the Curtiss Wright factory or completely major overhauled, is processed, modernized and tested to the exacting standards of Steward-Davis professionals who have been rebuilding aircraft engines since 1946, and overhauling R-1820's since the early 1950's, when Steward-Davis began overhauling engines for the Wright-powered fleet of DC3's then operated by Trans World Airlines.



After testing, each engine is installed in a \$Super-Doer powerplant assembly that incorporates automatic engine pre-oiling — *plus systems that provide full-flow air cleaning and the continuous removal of contaminants down to 10-microns in size from the lubricating oil of the \$Super-Doer powerplant.* Each engine is then expertly baffled and cowled to assure uniform proper engine cooling — and *then derated to 1,000 horsepower to assure super-dependability.*

*There are 25,400 microns to an inch. A 10-micron particle is thus less than one-half of ten thousandths of an inch, and far too small to be seen with the naked eye. By contrast, typical engine oil screens will pass particles up to .015" or 385 microns in size, and most oil filters will pass 40 micron particles. Such particles are not only a major cause of premature wear of bearings, valve guides, piston rings and cylinders, but of premature engine removals and high overhaul costs.



Why lease or buy a Super-Doer Modification?

You and the farmers who are your customers are caught in the same spiral of inflation that is steadily raising the costs of everything you need in order to seed, to fertilize, and to apply chemicals from the air. The only ways to improve this situation are (1) to constantly find cheaper sources of everything you need to run a safe flight operation, (2) to drive up your prices regardless of competitive pressures, (3) to work harder and longer every day during applying seasons, or (4) to replace or modify your present aircraft so that you can service more farmland at less cost-per-acre.

This is why we developed a quick-change powerplant *with enough power to permit you to fly every trip with a full payload, at the optimum speed to cut your costs — even when flying from short, rough, high-altitude airstrips under temperature conditions that will force operators of Turbine-Thrushes to cut payloads.* If a modestly-priced powerplant that tackles the problem of inflation head-on sounds like it may be the answer you are looking for, and you do not mind “paying less for more,” you are invited to inspect how we have engineered and crafted each Super-Doer QEC to increase your safety and the amounts of time you can spend with your family and friends — while increasing your profits for years to come.*

Problem solving powerplants and systems

STEWART-DAVIS, INC.

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*No change will be needed to your Super-Doer Thrush powerplant assembly when and if you wish to increase the size of your hopper to a 600-gallon system we are developing.