



Rockwell Thrush Commander

Introducing...

Rockwell Thrush Commander 800

The Ag plane you've
been waiting for.



MORE HORSEPOWER MORE CAPABILITY MORE PRODUCTION AND PROFITS

Rockwell Thrush Commander 800 represents the newest, most exciting Ag plane in aviation history. It combines the rugged, highly productive Thrush airframe with the most powerful engine in any American Ag plane. The Wright Cyclone R-1300-1B. The 800 will give aerial applicators the capability they've been looking for... operate at maximum gross weights with greater maneuverability, greater efficiency at altitude, greater speed and safety. In addition, the increased weight and speed factors also result in a wider swath width and even better penetration.

Operators will appreciate the reserve horsepower offered by the 800. It means being able to take off from shorter strips, climb faster (up to 1600 fpm) and operate at an estimated 115 to 125 mph. Operators will have the capability of operating with a full 400 gallons of liquid aboard.

The Most Powerful bird is also one of the quietest. You'd expect the most powerful engine to make the most noise. Surprise. The 800 is probably the quietest Ag plane around. This is because noise is more a result of propeller speed than engine size or horsepower. Since the 3 blade prop on the 800 is gear reduced, it rotates at about half engine speed. The result is one of the quietest Ag birds aloft.

PRELIMINARY PERFORMANCE DATA

		METRIC
Fuel Capacity (useable)	100 gal.	378.5 l
Type Certified Gross Weight	6000 lbs.	2721.0 kg
Empty Weight	4100 lbs.	1859.4 kg
Typical Operating Weight (Part 8)*7800 lbs.		3537.4 kg
Hopper Capacity (53 cu. ft.)	400 gals.	1514 l
Length	28 ft. 10.5 in.	8.788 m
Height	9 ft. 2 in.	2.796 m
Wing Span	44 ft. 5 in.	13.547 m
Wing Area	326.6 sq. ft.	30.047 m ²
Tread	8 ft. 11 in.	2.719 m
Service Ceiling —		
Gross Weight	25,000 ft.	7620 m
Maximum Speed with spray eqpt.		
Cruising Speed, @ 70% power	137 mph	220.4 kph
Ferry Range, @ 70% power	330 miles	531 km
Working Speed, @ 70% power	115-125 mph	185-201 kph
Stall Speed, gross weight,		
flaps up	70 mph	112.63 kph
Stall Speed, gross weight,		
flaps down	66 mph	106.19 kph
Stall Speed as usually landed,		
flaps up	59 mph	94.9 kph
Stall Speed as usually landed,		
flaps down	57 mph	91.7 kph
S.L. Rate of Climb, gross weight	1600 fpm	487.7 mpm
Takeoff Distance, ground run	600 ft.	182.9 m
Landing Distance, ground roll	500 ft.	152.50 m
Fuel Consumption	36 gph	136.3 lph

*Under Part 8, operator may choose own gross weight within approved limits.

Wright Cyclone R-1300-1B

Proven efficiency and reliability

The 800 hp Wright Cyclone R-1300-1B engine with propeller reduction gearing and constant speed Hamilton-Standard 23D40 hub with new EAC blades provides an extremely efficient power plant.

It is mated to the Thrush airframe with newly designed integrated Lord Dynafocal engine mounts which smooth vibration and extend airframe life.

Installation features include: downdraft pressure carburetion for greater fuel efficiency and safety; an all-new oil system with increased capacity oil cooler and standard 200-amp generator which is more than adequate for electrical requirements, including optional all-night lighting.

STANDARD EQUIPMENT

Instruments

Airspeed indicator
Altimeter
Recording tachometer
Manifold pressure gauge
Oil temperature & pressure gauge
Fuel pressure gauge
Fuel quantity gauge
Ammeter
Boom pressure gauge
Panel mounted hopper quantity gauge
Magnetic compass
Shock mounted instrument panels
Airframe & Engine
Wright Cyclone R-1300-1B 800 Hp Three bladed propeller with Constant speed Hamilton Standard 23D40 Hub and new EAC blades
Enclosed cockpit canopy with doors
Sealed cockpit enclosure
Massive overturn structure
Cockpit wire cutter
Wire deflector cable (canopy to vertical fin)
Cockpit entry step
3-lever engine control quadrant
Adjustable rudder pedals
Positive action push rod controls for engine and prop.
Elevator trim push rod operated
Electrically operated wing flaps
Control lock
Stainless steel scuff plates on floorboards
Adjustable seat with vinyl covered foam rubber cushions
Nylon safety belt
Adjustable shoulder safety harness
Shoulder harmonic inertia reel with lock and automatic retractor
Non-glare paint on forward fuselage
Corrosion proof activated copon finish on exterior metal surfaces
Grade A fabric with butylate dope on empennage surface
Two 53-gallon, integral wing located fuel tanks
Gravity fed header fuel tank
Engine primer
Electrically operated auxiliary fuel pump
One-half gallon water trap in fuel system
Finger strainer located in each wing tank
Electrically mounted oil cooler
Load compensating main gear shock strut
800 x 10 ply tube type tires
12½ x4½ inch full swivel locking tail wheel
Automatic brake master cylinders
Parking brakes
Disc brakes
Wire cutters on main gear

24-volt, 50-amp electrical system
24-volt, heavy-duty battery
200 amp generator
Over-voltage control assembly
Sealed ignition switch
Shielded ignition
Electric starter
Navigation lights
Instrument lights with rheostat control
Rotating beacons (2)
All metal structure with sealed fabric empennage
Quick detachable side fuselage skins with Camloc fasteners
Stainless steel bottom fuselage skins with stainless steel attach brackets for maximum corrosion protection
4130 chrome-moly steel fatigue resistant spar caps in wings
Wing root sealed against chemical entry
Flush riveted heavy-duty wing leading edges
Built-in jacking points in wings and aft fuselage
Streamlined, heavy-duty stainless steel empennage brace wires and attach fittings
Self lubricating empennage hinge fittings
Puff handles on horizontal stabilizer
All tubular structures 4130N chrome-moly steel, heli-arc welded
Push rod, ball bearings aileron and elevator controls
Stainless steel rudder cables
Tie down rings
Baggage compartment
Dispersal Equipment
Hopper shut off valve
Transland 400 gal. 53-cubic foot capacity clear vision Fiberglas hopper
80742-1 spreader attach brackets (install-Trans on inboard flap brackets)
Stainless hopper structural brace
Stainless steel hopper quantity float
Transland gate assembly with gate control handle and linkage
Universal spray system with external 2-inch inboard flap bracket
2-inch Root model 67 pump
Transland gate
Transland attach valve
Transland quick-disconnect pump mount
Streamlined spray booms with outlets for 68 nozzles, 36 nozzles installed
2½-inch side loading system left hand side only
Micro-adjust spray valve control
Micro-adjust calibrator (dry)

All illustrations and specifications contained herein are preliminary and are based on the latest product information available at the time of publication approval. Rockwell International reserves the right to make changes at any time in materials, equipment, performance, colors, models and prices.



Thrush Airframe. Rugged Design, Production Oriented

Rockwell Thrush Commander 800 uses the same tough basic airframe proven so successful in the Rockwell Thrush Commander. The rugged, welded 4130 steel truss fuselage and roll cage capable of withstanding 40g overturn impact. And the wide stance load compensating main gear capable of absorbing full capacity loads on soft or rough fields.

Outstanding operator convenience and safety features and the quiet new power plant make the 800 one of the easiest, safest and most productive Ag planes ever built.

The cockpit has wide man-size entry doors for easy entry from either side, rheostat controlled instrument lighting for night flying, vernier spray control located conveniently at the pilot's left, and canopy turn windows that provide exceptional visibility.

The 800's spray booms extend the full length of the wing giving the widest swath width in the industry . . . up to 80 feet or greater. This, in addition to the large see-through 400 gallon Fiberglas hopper, provides a large working load capability. And big load capacity at high speed is the name of the game in aerial application.

The Rockwell Thrush Commander 800 . . . an exceptional mating of power plant to airframe for applicators looking for maximum production and profits.



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