



SUPER AG-CAT

Back in 1956, Grumman engineers set out to design the best ag-plane money could buy. They were determined to show the agrarian world the meaning of the name GRUMMAN on an airplane. After two years of painstaking effort, the first Ag-Cat was produced — not as the biggest, or the fastest, or the prettiest, but as an airplane that would come the closest to being ideal for the grower, the pilot, and the ag-operator.

Since it first flew, Grumman pilots, engineers, and technicians have continually improved and modified the Ag-Cat to keep pace with the changing technology of the aerial application industry. As advancements are incorporated into each new Ag-Cat, field installation kits are developed to update Ag-Cats already in service. Grumman wants the Ag-Cat you buy today to keep pace with the advancements of the future.

The Super Ag-Cat has become the ideal, all-around ag-plane. Although other ag-planes are bigger or smaller, faster or prettier, there just isn't one in the world, today, that can match the Super Ag-Cat for all-around performance, safety, and profitability.

These are big words—but we can back them up.

In designing aircraft for military and business use, Grumman employs what engineers call parametric analysis. This is a sort of give-and-take set of structural and/or performance alternatives. For example, the aircraft designer will guarantee to add 30 mph to an airplane's maximum speed, if required, at the "cost" of increasing the landing speed by 5 mph. Or, he can reduce the gross weight by sacrificing, say, some of the strength of the landing

gear. Or, he can provide an additional element of safety by increasing the overall cost by "X" dollars.

Grumman engineers employed parametric analysis to the same relative degree in the Ag-Cat as in the 27,000 aircraft Grumman has built. The one exception is that profitability entered the picture. That is, the additional parameters to be considered were those centering on the Ag-Cat's profit potential.

Sound and continuing parametric analysis is the only **real** way to arrive at maximum value engineering. And no other ag-plane has ever undergone the parametric analysis that the Super Ag-Cat has.

If you're reading this, you're probably an ag-operator, pilot, or grower. And you want to know **why** it makes economic sense to invest more money in a Super Ag-Cat than you would have to for most other ag-planes.

That's a fair question, and one on which your survival — economic or otherwise — may well depend. The fact is, we can prove to you that the all-round superiority of the Super Ag-Cat is worth far more to you than the price you pay for it — from any point of view.

Let's examine some of the points of superiority of the Super Ag-Cat and how they affect your decision as to which ag-plane you will buy.

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SUPER AG-CAT OPTIONS: FOR AN EVEN BETTER AG-PLANE

- 2-inch-diameter bottom-loading system
- High-volume leading-edge spray system
- High-volume trailing-edge spray system
- Dust system only
- Combination dust and high-volume spray system (either leading or trailing edge)
- Specialized spray systems — rotary type
- Slosh-proof hopper vent
- Canopy
- Fuel capacity of 64 or 80 U.S. gallons
- 12- or 24-volt electrical system with alternator
- 12- or 24-volt external-power starting system
- Navigation lights
- Winslow oil filter installation

For additional information, contact:

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