

**Announcing
the 500 gallon**

AG-CAT "C"

**Your biggest opportunity
for profit.**



The Ag-Cat "C"



More plane means more profits.

You know and we know all about rising costs, stiffer competition, and tighter profit margins. Now that you need one super airplane just to hang in there today. And, to expand your business and increase your profits, you know and we know that you need even more of an airplane — a plane big enough to lift a real load, but agile enough to tiptoe through the tulips where the job is tight. Now you've got it — the all new 500 gallon, 600 hp Ag-Cat "C." The most flexible, most profitable ag-plane flying.

No ag-plane can match it — no ground rig can catch it.

The Ag-Cat "C" gives you the capability you need to fly those high volume application missions on medium sized and large fields. Fly them in a hurry.

Fly them more profitably than with some gas-guzzling monster or two or three smaller planes that multiply costs and slash profits to almost nothing. The Ag-Cat "C," with the largest hopper capacity of any production ag-plane around, becomes the logical choice for really big jobs. Those big jobs where ag-operators might have had a tough choice between ground and air application. Because the "C" can easily handle high volume solids applications. It can get the job done and already be earning additional profits somewhere else while even the biggest ground rigs might still be poking along.

But, with that big 500 gallon hopper, goes Ag-Cat economy and reliability so that you can still fly competitively on the smaller fields, still fly competitively on low volume applications, still

fly in and out of fields tucked away behind utility poles, trees and hills. Because the "C" is so flexible, you may even increase your capabilities, your performance and your profits without changing the size of your fleet. The big 67 cubic foot hopper lets you increase your business by making longer ferry work more profitable. And, where time is a deciding factor, the "C" has the big job capability to even out perform some of those giant ground rigs. That's what we mean when we say of the "C" that no ag-plane flying can match it, no ground rig can catch it.

We designed the Ag-Cat "C" for you.

The Ag-Cat "C." More of a plane to meet more of your needs. Behind it is a careful program of research and development. A program that began with the exhaustive testing of every design variance that could affect your performance, operating efficiency, and profitability until Grumman American engineers arrived at a finely tuned package of mission specifications that really work.

We continued that program with hundreds of computer simulated missions, liquid applications and dry, high volume and low, long ferry and short, large fields, small fields, and every size in between. And we didn't just fly the "C"; we computer-flew the competition, too. Then, we took a for-real "C" out to the fields and let the experts fly. When all the tests were in, here's what we found: On all but the smallest fields the Ag-Cat "C" is competitive with all other ag-planes flying. On fields 50 acres and over, especially on high volume applications, it is the most profitable ag-plane flying.

How the "C" creates more profits.

We started with the time-proven Ag-Cat biplane configuration and designed a new fuselage to accommodate the big 500 gallon (67 cubic feet) hopper because flyable hopper size has the most significant impact on profitability. The big hopper lets you carry 25% to 75% more payload than you are now carrying, which means less ferrying, less wasted time in the air, less fuel burned per acre, and more acres covered per working day. That big hopper also makes the "C" ideal for long ferry operations or for fire bombing missions which require the dumping of a full

payload in just seconds. (A special fire bombing configuration will soon be available, too.)

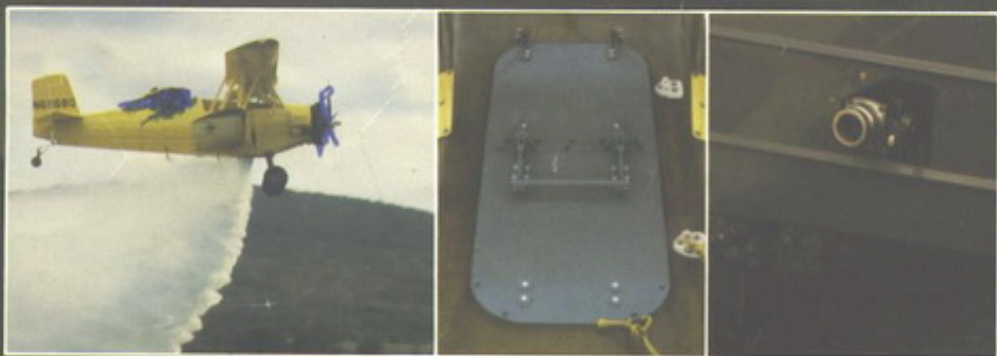
On top of the hopper, you can attach the big, forward opening, double-folding, solids loading door or the liquid-tight hopper door for liquid loads. The big 44" x 18" opening is positioned where it can easily handle mechanical loaders, allowing you to load fast and minimize wasted ground time.

To take full advantage of the "C's" mission flexibility, you can select a dispersal system configuration to match your Ag-Cat "C" to the widest range of aerial application requirements. Whether you're doing 20 ounces or over 20 gallons per acre, the trailing edge factory-fitted adjustable spray booms can handle either extreme with ease. A large capacity, high pressure pump, mounted way back between the landing gear, permits easy engine access

and affords the largest possible output from the "C's" long booms. To add to your operational flexibility, you can select the flush-mounted bottom loading system.

Grumman American's spreader for dry materials delivers wide, even swath patterns at application rates that might go from a few pounds of seed up to several hundred pounds of fertilizer per acre. Standard features of this spreader include stainless steel rotary gates and tails and emergency dump capability. A longer, higher aspect ratio taper between the engine and the spreader results in smoother ram air at the spreader inlet.

Because the "C" must fight a hostile environment every working day, often flying through chemical dusts and sprays that can eat right through metal, we designed it so you can wash it out as quickly and conveniently as a scrub bucket. In addition, you can still skin the cat in a few short minutes. The quickly removable panels allow you to strip the "C" right down to the



"blueprints," exposing just about everything that needs to be periodically cleaned or checked. Easy access to the instrument panel is gained through a specially designed cover and, like all other Ag-Cats, the "C" is equipped with an engine air induction system that can be completely removed in only 10 minutes. The system uses easily available, inexpensive, standard automotive paper filters — another way to keep your costs down.

Your comfort affects performance, safety and profitability, too, so we designed pilot comfort in everywhere from an easy-to-read, one-glance instrument panel to a roomy sealed cockpit that creates a safe, chemical-free working environment. The cockpit features a transparent canopy top, rear windows,



a strong overturn structure, and a one-piece wrap-around windshield for "greenhouse" visibility while monitoring turns and traffic from practically all flight attitudes. Inside, a large volume forced air ventilating system with easy to reach hand controls helps fight environment induced fatigue. For greater comfort, the Spinks Cool Seat is standard, and an optional air-conditioning system will soon be available, too.

Even with its greater load carrying capacity, we wanted your "C" to have the same kind of safety and handling characteristics for which Ag-Cats have become legendary. We designed the "C" to take off from the short rough fields, climb out over the wires and poles and trees that seem to inevitably decorate farm fields, lay down its big swath fast, swing through the turn, and

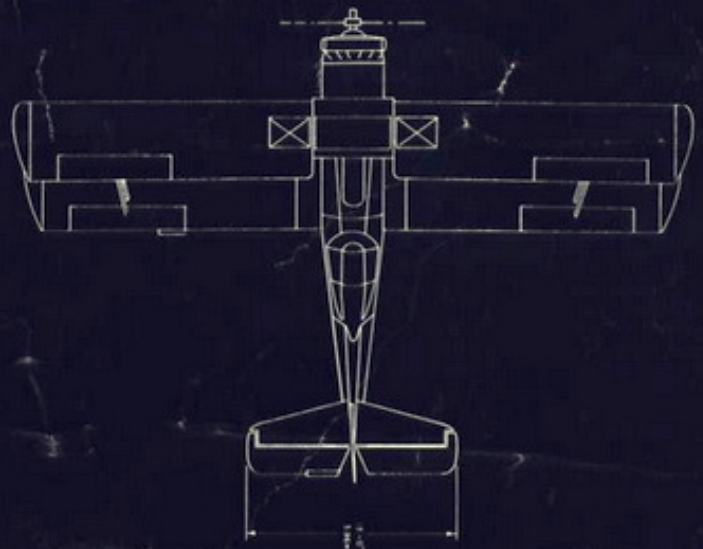
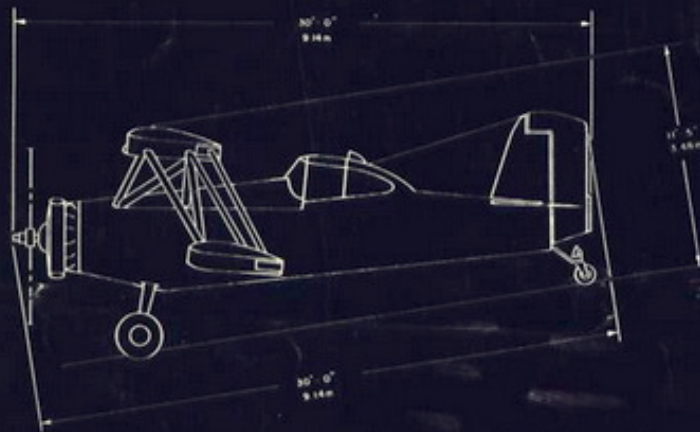
come churning back for more. To get what you need, the "C" had to be strong, so we built it entirely under CAM 8 specifications with design load factors of 4.2 G's giving a possible all up weight of 8,500 pounds — that's a useful load of over two tons, and no one can match that. In addition to the big new fuselage, you get super heavy-duty landing gear legs and extra big fat tires for the light "footprint" needed when fields get rough-and-muddy. The beefed-up tail wheel assembly is also large. The wing assembly is unbelievably strong with heavy-duty spars and attach fittings, "N" struts, Cabane struts and flying wires.

For the power to handle all that ag-plane, you get the time-proven 600 horsepower P&W R-1340 engine. It's an engine big enough to fly that giant hopper with ease, big enough to get you into the air quickly and to the field in a hurry, but economical enough to keep you competitive even on the smaller fields, even on lower volume applications. And you can bank on that.





Grumman American AG-CAT "C"



PERFORMANCE DATA

Design gross weight lbs. (kg)	6300	2858	Hopper opening size solids — length in. (cm)	44.0	112
Part 8 gross weight lbs. (kg)	8500	3856	— width fwd. in. (cm)	17.31	44
Weight empty — Basic lbs. (kg)	3650	1656	— width aft in. (cm)	19.60	50
(wet) — Sprayer lbs. (kg)	3810	1728	Fuel capacity gal. (l)	80	303
— Dust lbs. (kg)	3740	1696	Ferry speed mph. (kph)	120	193
Wing span ft. in. (m)	42' 3"	12.88	Stall speed at 6300 lbs. mph (kph) power off (CAS)	69	111
Wing area sq. ft. (m ²)	392	36.42	Working speed mph. (kph)	105	169
Power loading lbs./hp.	10.5		Take off with 2000 lb. hopper load		
(kg/hp.)	4.76		Ground run ft. (m)	1080	329
Wing loading lbs./ft ²	16.07		Over 50 ft. obstacle ft. (m)	2080	634
(kg/m ²)	78.46		Landing — normal (4500 lbs)		
Hopper capacity — liquid gal. (l)	500	1893	Ground roll ft. (m)	588	179
— solids cu. ft. (m ³)	67	1.89	Over 50 ft. obstacle ft. (m)	1190	363

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