

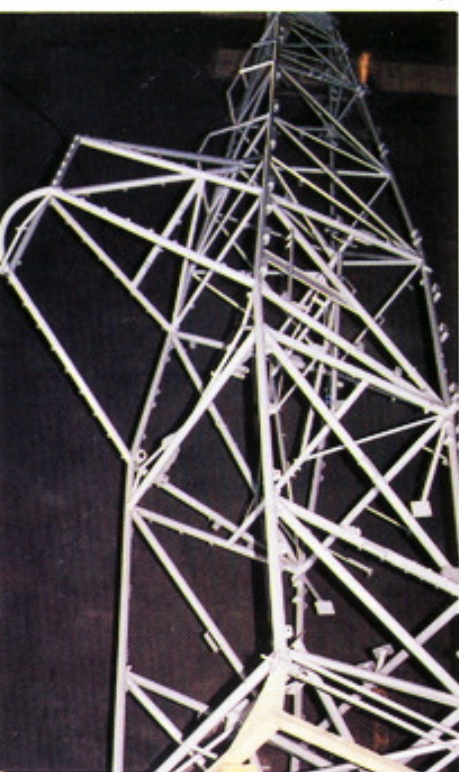
Ayres Turbo Thrush

The Only Choice....

Ayres
corporation 



Turbo Thrush...Built Tough, for safety and maximum performance.



Rugged Thrush Structure

Corrosion-Treated Parts

While your Thrush is helping you realize increased profits, you can be confident of its capability to do so year after year. Another key enduring value is corrosion-proofing of all detail parts prior to assembly. Even the interiors of removable skins are protected against the harsh ag aviation environment. Add extensive corrosion-proofing to other key characteristics - rugged structure, simplicity, outstanding maintenance ease - and you've written the formula for a profit-oriented ag aircraft. It's the formula Ayres will follow in building Thrushes in the years to come.

Rugged Structure Thrush yields to no competitor on structural features. Key examples include full cantilever wing, with massive main spar and all metal construction to resist fatigue and corrosion, rugged heli-arc welded 4130 steel truss fuselage, stainless steel belly skins and alclad aluminum top and side panels, cockpit roll cage (designed to withstand high G overturn impact) and a tough fiberglass cockpit canopy. Plus, the wide-stance landing gear, capable of absorbing full-capacity loads on short rough strips.

Simplified Systems Simplicity - another key requirement with ag aircraft - a point where Thrush wins high marks. Refined, simplified systems make it a superior aircraft to own, operate and maintain.

Check the straightforward, pilot-oriented cockpit arrangement, the simple, responsive control systems, and the interconnected simple-to-manage fuel system, to name a few examples. A simple ag aircraft makes life easier for everyone concerned, so we've kept working to design simplicity into the Thrush.

Low Maintenance A key result of Thrush simplicity is basic, yet important: minimum maintenance requirements.

Thrush maintenance ease is demonstrated in its universal dispersal system, easy interchange between application systems (only simple tools required), and designed-in service accessibility of engines and systems. Plus, the speed and ease with which Thrush strips down for cleaning and maintenance.



Turbo Thrush Quick Removable Panels

RESPONSIVE SERVICE, SOLID SUPPORT: Ayres Corporation's commitment to customer satisfaction.

There's one more aspect to the proven formula the Ayres Thrush offers. In short, it's our comprehensive approach to customer service, support . . . and satisfaction.

Ayres Corporation knows of no business that calls for more responsive support than ag aviation. That's why behind every Thrush there's a trained and well-equipped team of sales and technical representatives.

Response to service requirements is equally outstanding. Ayres Corporation and its dealers are ready, when and where you need us, to keep your Thrush producing.

All told, we think ours is a sound package. Thrush and Turbo Thrush, the profit machines, plus the full resources of a first-rate organization. Get down to business, and get a firsthand look at the Thrush and Turbo Thrush soon.



Thrush...The only choice.

Ayres Thrushes
deliver two kinds of
productivity: Pratt &
Whitney and Garrett



Turbo Thrush with the Reliable PT6A-34 AG Installed (750 SHP)

Either way, you get an aircraft with a long reputation for reaping profits.

Turbo Thrush, the original turbine powered aircraft, is available with the reliable PT6A series engine in horsepower from 680 SHP to 1230 SHP. The reliability and productivity of the Pratt & Whitney powered Turbo Thrush is unmatched in ag aviation.

This combination has been the choice of operators for almost twenty years. The quick change, barrier filter system design of the Turbo Thrush is engineered for ag aviation.



Dual Cockpit Turbo Thrush

The proven Turbo Thrush offers outstanding performance, including high ferry speeds and working speeds. Only the Thrush is designed for maximum loads. It reaches the job fast, then gets it done rapidly, with a superior spray pattern.

The constant flight attitude with the Thrush, enhances the spray pattern. This, along with the low profile of the vertical fin allows the Turbo Thrush to work in and around obstructions. The Thrush is designed for Ag aviation.

Turbo Thrush...The Operators Choice



Quick Change Inlet Filter

Garrett Thrush....
Performance you
cannot afford to be
without.

The Garrett Thrush has proven itself as a performance leader in ag aviation. The economical Garrett Thrush has many features that have surprised first time operators. The smooth rapid acceleration and exceptional performance are just a few.

Fuel economy and low acquisition cost have led many operators to the Garrett Thrush. The Thrush is certificated for a variety of Garrett engines, with horsepower selections from 665 SHP to 900 SHP. The choice is yours.

A healthy appetite for productivity is built into every Thrush. These versatile ag aircraft are adaptable to the full range of jobs. Thrush capabilities cover all your job opportunities: seeding, spraying, fertilizing and such specialized operations as firebombing.



Garrett Thrush with a TPE-331-6 Installed (750 SHP)

Once the work is done, it's simple to switch a Thrush to a different type of job. A universal dispersal system is standard equipment, as are quick-disconnect spray boom couplings and hand-operated boom support locks.

Only simple tools are needed to change from wet to dry systems - and back again. Another example of built-in Thrush productivity.

The Combination of Garrett and Thrush...A Reliable Team



Optional Bird Deflector Installed on the Garrett Thrush



Optional 331-10 Powered Thrush (940 SHP)

TANDARD EQUIPMENT

Pratt & Whitney PT6A Engines from 500 to 1230 Horsepower,
 or Garrett TPE-331 from 665 to 900 Horsepower
 Hartzell or McCauley Reversing Propeller
 K & N Barrier Filter System (P&W PT6A only)
 400 Gallon (53 Cubic Foot) Clear-vision Fiberglass Hopper
 228 Gallon (usable) Fuel Capacity
 Universal Spray System with External 2-inch Stainless Steel Plumbing
 2 inch Transland Pump
 Streamlined Spray Booms with 68 Nozzles Installed
 2 inch Left Side Loader
 24 Volt Electrical System
 Dual 24 Volt Batteries
 Starter-Generator
 Navigation and Instrument Lights
 Wingtip Strobe Lights
 High-Flotation 29-inch Tires
 Cleveland Dual Caliper Disc Brakes
 5:00x5 Tail Wheel Assembly
 Spring Steel Tail Wheel Assembly
 Windshield Wiper & Washer
 Polyurethane Finish on All Exterior Metal Surfaces

- All Aluminum Surfaces Etched with Chromicoat L25 for Corrosion Resistance
- Sealed Cockpit Enclosure
- Quick Detach Fuselage Skins
- Stainless Steel Bottom Fuselage Skins
- Massive Overturn Structure
- 4130 Chrome-moly Tubular Steel Fuselage Construction
- 4130 Chrome-moly Steel Upper and Lower Steel Spar Caps
- Adjustable Mesh (cool) Seat
- Adjustable Rudder Pedals
- Stainless Steel Rudder Cables
- Wire Cutters on Main Landing Gear
- Cockpit Wire Deflector
- Wire Deflector Cable (Canopy to Vertical Fin)
- Wing Root Fairings
- Upper and Lower Hopper Windows
- All Metal Empennage
- Aileron Servo Tabs

OPTIONAL EQUIPMENT

510 Gallon (68.2 Cubic Foot) Hopper
 Ferry Fuel System
 Custom Paint Scheme
 Cockpit Fire Extinguisher
 Cockpit Map Light
 Dual Cockpit
 Forward Facing Rear Seat
 Dual Controls
 Bubble Windows (Aft Cockpit Only)
 Shadin Electronic Fuel Flow Indicator
 Air Conditioning
 Agitator Installation
 AU5000 Micronair Installation
 Automatic Flagman Installation
 3 Inch Side Loader
 Fire Bomber Installation
 Smoker Installation
 Crop Hawk Flow Meter
 Weath Aero Fan Assembly
 Micronair Application Monitor
 Transland Stainless Steel Spreader
 Avionics Installation
 Instrument Installation
 Landing Lights
 Night Working Lights
 Hopper Level Indicator

SPECIFICATIONS AND PERFORMANCE DATA

• Fuel Capacity	228 Gallons	863 Liters
• Empty Weight	4,300 Pounds	1,950 Kilograms
• Typical Operating Wt	9,700 Pounds	4,400 Kilograms
• Hopper Capacity		
	(Dry)	53 Cu. Feet 1.50 Cu. Meters
	(Liquid)	400 Gallons 1,514 Liters
• Optional Hopper Capacity		
	(Dry)	68 Cu. Feet 1.93 Cu. Meters
	(Liquid)	510 Gallons 1,930 Liters
• Length	33 Ft.	10.06 Meters
• Height	9 Ft. 2 In.	2.796 Meters
• Wing Span (Long)	47 Ft. 6 In.	14.478 Meters
• Wing Area (Long)	350 Sq. Ft.	32.516 Meters
• Tread Width	9 Ft.	2.74 Meters
• Velocity Never Exceed	159 Mph	256 Kph
• Working Speeds	90 - 150 Mph	153-241 Kph
• Stall Speed As Usually Landed	57 Mph	92 Kph
• Sea Level Rate of Climb at 6,000 Pounds	1,740 Fpm	530.5 Mpm
• Sea Level Rate of Climb at 9,700 Pounds	875 Fpm	266.7 Mpm
• Take Off Distance @ 9,700 Lbs.	1,200 Feet	366 Meters
• Landing Distance as Usually Landed	600 Feet	183.8 Meters
• Landing Distance as Usually Landed with Reverse	400 Feet	121.9 Meters
• Fuel Consumption	35-47 Gph	133-178 Lph
• Cruising Speed @ 55% Power	150 Mph	241 Kph
• Ferry Range @ 45% Power and 135 Mph @ 7,500 Feet	770 Miles	1,238 Kilometers

Performance figures calculated for Pratt & Whitney PT6A-34 AG, & Garrett TPE-331-6 @ 750 shaft horsepower engines.

