

**The Gary Shumate Estate Auction – Thursday October 29, 2020 @ 10 am CST**  
**Abbreviated Aircraft Specifications**

**2006 Air Tractor 602** / N41588 / Serial # 602-1143 • Pratt & Whitney PT6A – 60AG # PCE-RG0116  
Hartzell HC-B5MP-3C with M10876ANS Blades # K22423 – K22427

Airframe, Engine and Prop Log Books are complete and show a last annual date of 2016.

Current Hobbs Reading is 3491.4 last annual reflects a Hobbs reading of 3477.0

10" Transland Hydraulic Gate with Del Norte Flying Flagman & Gate Controller / Breckenridge 15 Vane Spreader / Booms / Pump / Satloc M3 GPS / Wingman / Kawak Quadrant / Rinse System / Smoker

5/12/2016 – Landing Gear Replaced at 3430 hours – P/N 40086-4 (61.4 hrs on Gear Legs)

\*\*\* Airplane was started in 2018 and experienced a Hot Start. We will be installing New Batteries and starting the airplane the week of September 30, 2020. We will have multiple people at the start as well as a respected mechanic to review and record all numbers at the start. My intentions are to have at least 1 mechanic and 2-3 uninterested persons involved with agricultural aviation at this start so no information can be construed as false or misleading. These numbers will be made public to all interested buyers and the day of the auction.

**1967 Beechcraft Bonanza V35** / N2729T / Serial # D-8451 • Continental Gold Medallion Factory Remanufactured IO-520-BA6B – Installed 1997 / 351.1 hours TT / McCauley 3 Blade Prop installed at same time as IO-520- BA6B  
Airframe 2548.44 hours TT

Airframe Logs are complete – showing a last annual date of 2011 with all A.D.'s complied with at that time

Engine Logs are complete (including old engine logs) – showing a last annual date of 2011

Propellor Logs are complete – Rebuilt by Memphis Prop in 1997 – Last log entry is 2008

Dual Yokes – Electric Trim & PTT, Collins AMZ-350 Switching Panel, (2) Collins 351 Nav / Com, Collins VOR / GS, HIS Director, Collins 450 ADF, Collins 950 Transponder, S-Tec 60-2 Autopilot, RCA Weather Scout Radar I, M1 Northstar Lorán

7/21/1987 Central Flying Service installed a Stabilizer Reinforcement Kit (Kit 35-4016-7S)

Interior has been replaced sometime this century and shows well.

**1946 Piper J3C-65 (100) Cub** / N92110 original NC92110 / Serial # 16549

2007-2008 Complete rebuild to J3C – 0200A

Recovered with Ceconite 101 – Painted Cub Yellow and Black

Univar STC SA7435SW Conversion to 0-200A with electrical

No Airframe Logs prior to 1975. Some 337's and other info are listed in the logs dating back to 1950:

NO Airframe logbook entries after 2008 Univar conversion

Engine Logbooks are marginal – at best, Engine logs that are available show a 0-200A removed from Cessna 150M (N19038) on 7/11/2003 at 1848 hours SMOH. Logs do not show a Overhaul or any repairs to the engine after last entry on 7/11/2003. It is believed that a set of current logs on this engine are missing, it is believed this engine was Overhauled before being placed on this J3 in 2007-2008. Engine currently has no oil pressure.

NO Propeller Logbooks exist for this aircraft.

ALL INFORMATION IS PROVIDED FOR REFERENCE PURPOSES ONLY. All logbooks and supporting documentation are available for thorough review before the auction date. The information provided above was gathered from logbooks and records but is PROVIDED FOR REFERENCE PURPOSES ONLY. This aircraft is being sold "AS-IS / WHERE-IS" with no warranties expressed or implied by Auction Company or Seller.

All aircraft have had lien searches completed on them by King Aircraft Title (9/22/2020). All liens have been cleared up for the last 50 years. Aircraft and all assets will be sold "As-Is / Where-Is" with no warranties expressed or implied and with no contingencies. All items must be paid for the day of the auction in cash or US Certified Funds



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