

WEATHERLY

6 2 0 • B T G



THE TURBINE THAT WORKS FOR YOU

The 620BTG is for the owner-operator that demands the best.

Performance...

raw power...

trouble-free flying...

economy...safety.

This is the ag plane

you've been waiting

for. The Garrett TPE

333-1 engine provides

all the power you need

to fly anywhere, with a

full hopper. Virtually

no unscheduled

maintenance during

the season. You know

what that means —

no down time.

More profit.

Don't settle for less.

Allied Signal Garrett Power

Because the Weatherly 620BTG is an efficient airplane, it can carry the same load as its competitors with less power. This means less fuel and more profit. Maintenance is less than competitive airplanes.

Effective control of spray pattern

Efficient control surfaces, tip vanes, Weath-Aero fan and the pneumatic boom system work together with the 620BTG's agile flight characteristics and instant control responses to enable you to do a better job than competitors who only wish they owned a Weatherly. With just a flick of a finger the airplane puts the spray where you want it—and keeps it from going where you don't. An environmentalist may even invite you to lunch!

Outstanding cockpit visibility and comfort

If you always like to see where you're going, where you've been and what you're doing, you should be flying the 620BTG. The cockpit makes the pilot's workplace a comfortable and safe environment.

Heavy-duty landing gear

The 620 series airplanes feature Oleo landing gear suspension, pinned at the spar so that landing loads are transmitted to the spar in a manner that avoids twisting stresses. A trailing strut carries forward and aft loads during landing. The landing gear's wide track provides excellent ground handling characteristics not available from a spring type landing gear. There are also no side loads on the tires during normal landings. This means that you can be flying while your competitor is driving to the tire store!

Night lighting option

The Weatherly night lighting system allows you to work while your competition sleeps. This option features two 600 watt lights, turning lights, wing tip strobes and taxi lights. It effectively lights the flight path for safe night spraying and fertilizing operations.



Weath-Aero fan cuts costs

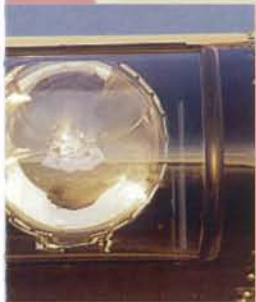
Weatherly's leadership continues with the innovative Weath-Aero fan. Its blades feather during ferrying with an electronic control in the cockpit. This reduces drag to a small fraction of the drag offered by old-fashioned fixed pitch, brake type fans. The operator adjusts the blade angle during flight to obtain the needed boom pressure. This results in better control of the spray pattern, keeping you another step ahead of the competition. Weatherly's competitors offer the Weath-Aero fan as an option—Weatherly Aviation offers it as standard equipment.

Rugged construction

The 620BTG fuselage features monocoque construction to reduce airframe weight. It allows simple less expensive replacement in the unlikely event that damage occurs. Large openings and removable



Oleo Strut type landing gear



Wing night lights



panels make the 620BTG easy to inspect and maintain. The hopper construction is sturdy, chemical-resistant and tough. The wing leading edges are attached with piano hinges so the wing is easily inspected for damage or corrosion.

Tip vanes for increased efficiency

Only Weatherly airplanes offer the wing tip vane feature. They diffuse the normal formation of the wing tip vortex, creating a strong downwash outboard of the tip, introducing smaller vortices in the tip area. This results in both a delay in the formation of the trailing vortex and a decrease in its intensity. What the operator sees is an increase in the speed of the airplane at a given power setting and a more even distribution of the spray pattern without drift. Competitive aircraft will have tip vanes one day, but until then, you can only get them on a Weatherly.



Wing tip vane

The wing's the thing

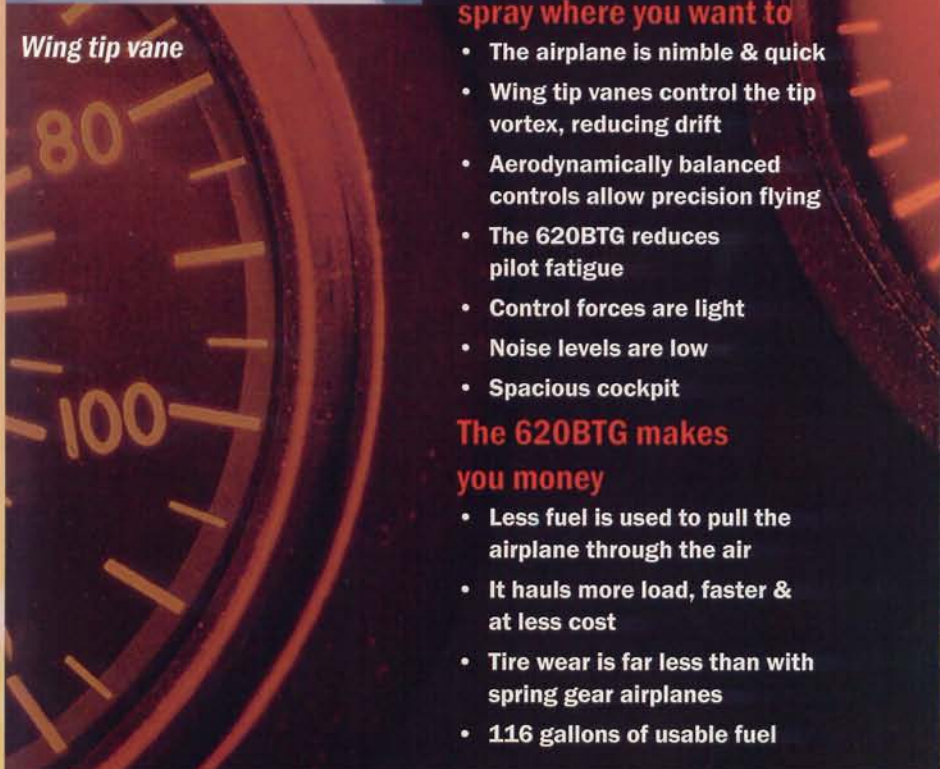
- The 620BTG wing has a high lift to drag ratio, resulting in excellent all-around performance for ag operations
- With a 15 percent thickness wing you can fly slowly over a small field—performing jobs your competitors only wish they could

The 620BTG allows you to spray where you want to

- The airplane is nimble & quick
- Wing tip vanes control the tip vortex, reducing drift
- Aerodynamically balanced controls allow precision flying
- The 620BTG reduces pilot fatigue
- Control forces are light
- Noise levels are low
- Spacious cockpit

The 620BTG makes you money

- Less fuel is used to pull the airplane through the air
- It hauls more load, faster & at less cost
- Tire wear is far less than with spring gear airplanes
- 116 gallons of usable fuel



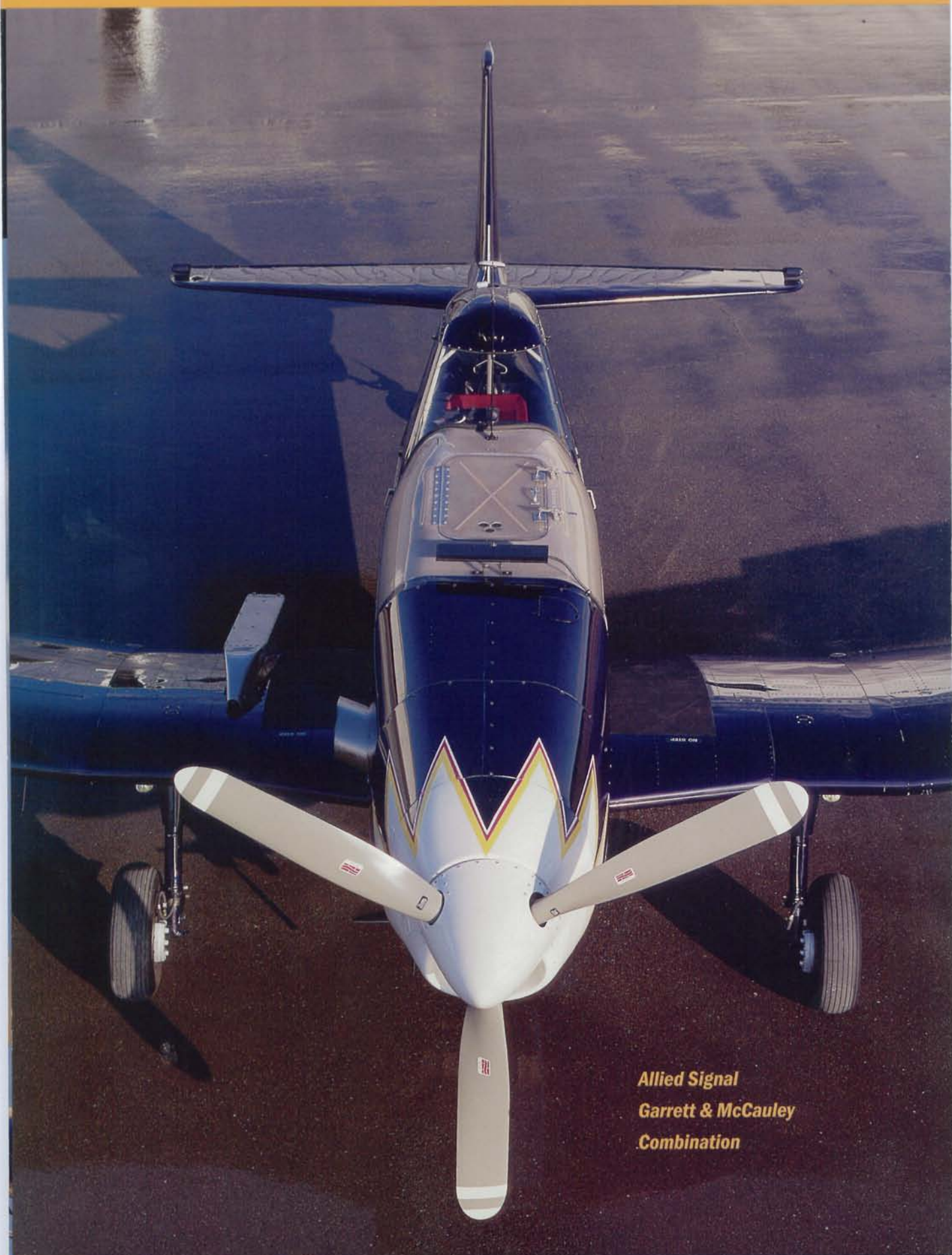


Weath-Aero fan & pump assembly with unique electronic feather control



Pneumatic split-boom system





*Allied Signal
Garrett & McCauley
Combination*

W O W !

PERFORMANCE

Maximum speed <i>(without spreader, hopper empty)*</i>	176 mph	(283 kph)
Typical ferry speed <i>@ 70% power</i>	140 mph	(225 kph)
Stall speed <i>(4,300 lbs. gross, standard equipment)*</i>	60 mph	(96.5 kph)
Stall speed <i>(6,000 lbs. gross, standard equipment)*</i>	71 mph	(114 kph)
Takeoff distance <i>@ 6,000 lbs.*</i>	940 ft	(287 m)
S.L. rate of climb <i>@ 6,000 lbs.*</i>	1400 ft/min	(426.6 mpm)
Service ceiling	15,000 ft	(4,572 m)
Fuel burn rate <i>*Standard day conditions</i>	28-42 gph	(105-158 lph)

SPECIFICATIONS

Empty weight <i>(with standard equipment)</i>	3030 lbs	(1374 kg)
Typical Part 8 operating weight	6,000 lbs	(2722 kg)

DIMENSIONS

Wing span	46 ft 8 in	(14.22 m)
Length	29 ft 8 in	(9 m)
Height	9 ft 6 in	(2.9 m)
Wing Area	277 sq ft	(25.73 sq m)
Main gear tread width	10 ft 6 in	(3.2 m)
Main gear tire size	8.5 x 10	
Tail wheel tire size	12.5 x 4.5	

CAPACITIES

Materials hopper (47.5 cu.ft.)	355 gallons	(1,344 liters)
Usable fuel (130 gallons total)	116 gallons	(440 liters)

STANDARD EQUIPMENT

- All metal airframe and control surfaces
- Allied Signal, Garrett TPE 331-1-151A
- All new 3-blade McCauley propeller 3GFR34C602/100 LA-2
- 130 gallon fuel capacity (489 liters)
- 3 piston Cleveland brakes
- 24 volt electrical system
- Aerodynamically balanced, ball bearing mounted control surfaces
- Stainless steel rudder cables
- Spring tail wheel assembly with full swivel locking wheel

STANDARD EQUIPMENT CONT.

- Quick detach fuselage access panels
- Main gear and cockpit wire deflectors
- Wire deflector cable (canopy to vertical fin)
- Landing, navigation and cockpit lights
- Fiberglass tail fairings
- 3 color polyurethane paint (90 colors to choose from) with additional corrosion proofing in critical areas
- 355 gallon (47.5 cu. ft.) heavy duty fiberglass hopper with window
- 2" SS bottom load tube, less valve
- 2" Agrinautics spray pump and Agrinautics 3-way valve
- 2" spray system with pylon mounted drop boom, including 40 nozzles
- Adjustable rudder pedals
- Control lock
- Cabin fresh air system
- Bleed air cabin heater
- 4 - way adjustable seat with open nylon mesh covering
- Baggage compartment
- Electronic tachometer
- 25" Transland gate box
- Wing tip vanes
- Tinted, canopy, turning windows
- Ball slip indicator
- Old man's step
- Electronic outside air temperature gauge

OPTIONAL EQUIPMENT

- Stainless steel spray system
- Spray system emergency cut off valve
- Windshield washer
- Electric cockpit heater
- Crop hawk
- Solids spreader
- Smoker
- Automatic Flagman
- Night lighting system consisting of two 600-watt adjustable working lamps, two 250-watt turning lamps, wing tip strobes, instrument panel lighting
- Air conditioner
- Pneumatic Spray Boom System
- Hopper rinse out system
- External APU plug