



**Aircraft For Sale Overview:**

**1944 Douglas A26C “Invader” – Choice of Several Aircraft Available  
Asking Price: Offers Invited**



**Sample Aircraft #1:**

Date Of Manufacture:	<u>1944/01/01</u>	S/N:	<u>44-35456</u>
Registration:	<u>C-FAGO</u>	Location:	<u>Red Deer, AB, Canada</u>
Total Time On Aircraft:	<u>4590.2</u>		
Engine Type & S/N (L/H):	<u>P&amp;W R2800 / FPO21143</u>	Right:	<u>P&amp;W R2800 / 216880</u>
Time Since Overhaul (L/H):	<u>1016.2 (1400 TBO)</u>		<u>1016.2 (1400 TBO)</u>
Propeller Type Left:	<u>23E50-505</u>	Right:	<u>23E50-505</u>
Since Prop Overhaul:	<u>1426.4 / 1996/12/19 (10 yr)</u>		<u>1371.6 / 1997/01/01 (10 yr)</u>
200 Hour Inspection:	<u>186.0 Hours Remaining</u>		

**Avionics:**

Nav/Com	NARCO Mk 12D
COM	Bendix/King KY96A
ADF	King KR85
Transponder	Bendix/King KT76A
GPS	Garmin 92

**NOTES:**

- Delivered from USAF to Davis Monthan in July 1956.
- Western Contracting from 1963 – 1970 with reg N330WC
- Aero Union in 1972 and then Conair from 1972 – 1983.
- Landing gear collapse and repair in 1980
- Acquired by Air Spray in 1983 and flown as #36 – named *Dragon Lady*
- Last operational during 2004 fires season.



Main Office – 166 Bowerman Blvd., Alliston, Ontario L9R 1N9 CANADA  
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**Sample Aircraft #2:**

Date Of Manufacture:	<u>1944/01/01</u>	S/N:	<u>44-35497</u>
Registration:	<u>C-FOVC</u>	Location:	<u>Red Deer, AB, Canada</u>
Total Time On Aircraft:	<u>5284.5</u>		
Engine Type & S/N (L/H):	<u>P&amp;W R2800 / FPO42075</u>	Right:	<u>P&amp;W R2800 / FPO22945</u>
Time Since Overhaul (L/H):	<u>544.4 (1400 TBO)</u>		<u>982.4 (1400 TBO)</u>
Propeller Type Left:	<u>23E50-505</u>	Right:	<u>23E50-505</u>
Since Prop Overhaul:	<u>982.4 / 1998/01/01 (10 yr)</u>		<u>1329.4 / 1997/01/01 (10 yr)</u>
200 Hour Inspection:	<u>66.2 Hours Remaining</u>		

**Avionics:**

Nav/Com	NARCO Mk 12D
COM	Bendix/King KY96A
ADF	King KR85
Transponder	Bendix/King KT76A
GPS	Garmin 92



**Notes:**

- Delivered from USAF to trade school as instructional airframe – date and details unknown.
- Johnson Flying Service from 1961 – 1970 as fire tanker #17 with reg N3426G
- Evergreen Aviation from 1975 – 77
- Lynch Air tankers from 1977 – 1992 where the aircraft was fitted with a STOL kit by Lynch
- Acquired by Air Spray in 1995 and flown as #56 – named *Safe Passage*
- Last operational during 2004 fire season.

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**Sample Aircraft #3:**

Date Of Manufacture:	<u>1944/01/01</u>	S/N:	<u>44-35875</u>
Registration:	<u>C-FPGF</u>	Location:	<u>Red Deer, AB, Canada</u>
Total Time On Aircraft:	<u>5683.6</u>		
Engine Type & S/N (L/H):	<u>P&amp;W R2800 / FPO43451</u>	Right:	<u>P&amp;W R2800 / 114324</u>
Time Since Overhaul (L/H):	<u>891.7 (1400 TBO)</u>		<u>343.7 (1400 TBO)</u>
Propeller Type Left:	<u>23E50-505</u>	Right:	<u>23E50-505</u>
Since Prop Overhaul:	<u>241.7 / 1997/03/01 (10_yr)</u>		<u>212.4 / 2002/12/06 (10_yr)</u>
200 Hour Inspection:	<u>66.9 Hours Remaining</u>		

**Avionics:**

Nav/Com	NARCO Mk 12D
COM	Bendix/King KY96A
ADF	King KR85
Transponder	Bendix/King KT76A
GPS	Garmin 92

**Notes:**

- From USAF to Rock Island Oil & Refining in Kansas – date unknown – reg N4816E
- DM Enterprises in Vancouver from 1963 – 1965.
- Air Spray acquired this aircraft in 1970 and it has flown as *Air Spray #1* ever since.
- Aircraft was last operational during the 2004 fire season.



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**Sample Aircraft #4:**

Date Of Manufacture:	<u>1944/01/01</u>	S/N:	<u>44-35444</u>
Registration:	<u>C-FTFB</u>	Location:	<u>Red Deer, AB, Canada</u>
Total Time On Aircraft:	<u>4969.7</u>		
Engine Type & S/N (L/H):	<u>P&amp;W R2800 / 108174</u>	Right:	<u>P&amp;W R2800 / FPO43289</u>
Time Since Overhaul (L/H):	<u>603.1 (1400 TBO)</u>		<u>1122.1 (1400 TBO)</u>
Propeller Type Left:	<u>23E50-505</u>	Right:	<u>23E50-505</u>
Since Prop Overhaul:	<u>291.9 / 2001/04/30 (10 yr)</u>		<u>291.9 / 2001/04/30 (10 yr)</u>
200 Hour Inspection:	<u>177.9 Hours Remaining</u>		

**Avionics:**

Nav/Com	NARCO Mk 12D
COM	Bendix/King KY96A
ADF	King KR85
Transponder	King KR 85
GPS	Garmin 92

**Notes:**

- First appears on US civil registry in 1963 as N7656C to Vance Roberts in Seattle, WA.
- Acquired by Air Spray in 1973 but was not converted to a tanker until 1975.
- Aircraft was damaged due to an engine fire in 1977 but was repaired and put back into service.
- Has operated as #4 – named *Miss Red Deer*.
- Was last operational during the 2004 fires season.



**ALL SPECIFICATIONS SUBJECT TO VERIFICATION BY PURCHASER.  
PURCHASE SUBJECT TO PRIOR SALE OR COMMITMENT.**

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## HISTORY:

The A-26 was the last aircraft designated as an "attack bomber". Designed to replace the Douglas A-20 Havoc/Boston, the A26 incorporated many improvements over the earlier Douglas designs. The first three **XA-26** prototypes first flew in July 1942, and each was configured differently. Number One was a daylight bomber with a glass nose. Number Two was a solid nosed, gun-laden night-fighter. Number Three was also solid nosed as a ground-attack platform, with a 75-millimeter cannon.

First delivered to the 9th Air Force in Europe during November of 1944 (and the Pacific Theater shortly thereafter), the A-26 became the fastest US bomber of WWII. The **A-26C**, with slightly-modified armament, was introduced in 1945. With their primary military life cut short by the end of the war, and because no other use could be found for them, many A-26s were converted to **JD-1** target tugs for the US Navy.

A strange aircraft-designation swap occurred in 1948, when the Martin B-26 Marauder was deactivated and the Douglas A-26 was re-designated the **B-26**. (It kept this designation until 1962.)

B-26s went on to serve extensively in both the Korean and Vietnam wars. In Vietnam, they were commonly used in the Counter-Insurgency (COIN) role, with very heavy armament and extra power. This version, the **B-26K**, was based in Thailand and was, to confuse things further, called the **A-26** for political reasons. B-26s were also used for training, VIP transport, cargo, night reconnaissance, missile guidance and tracking, and as drone-control platforms. Post-war uses of the airplane included luxurious executive transport (**Smith Tempo I; Tempo II and Biscayne 26; LAS Super-26; Berry Silver-Sixty; Monarch-26; On-Mark Marketeer/Marksman**), aerial surveying and, most notably, firefighting.

The **Air Spray** A26C aircraft being offered for sale by us have served as part of Canada's largest specialty air service operator. The Company was formed in 1967 to provide aerial tanker and bird dog services and today owns and operates over 35 aircraft, providing forest fire protection for the Alberta and British Columbia governments. Several of the A26's have had exciting histories. Some have seen action in World War II, Korea, and Vietnam, some have been used as executive transports, one was even the personal racing plane of Bill Lear of the Lear Jet Corporation.

For the four aircraft that we are offering currently, additional items available for negotiation may include "bomber" glass nose structures and some early "On Mark" executive interior fittings. Other aircraft from the Air Spray inventory may be available for consideration by request.

## SPECIFICATIONS:

<b>Engines:</b>	Two 2000hp Pratt & Whitney R-2800-79 radial piston engines		
<b>Weight:</b>	Empty 22,370 lbs., Maximum Takeoff 35,000 lbs.		
<b>Wing Span:</b>	70ft. 0in.	<b>Length:</b>	50ft. 9in.
<b>Height:</b>	18ft. 6in.	<b>Performance:</b>	Maximum Speed at 15,000 ft: 355 mph Ceiling: 22,100 ft      Range: 1,400 miles

**NUMBER BUILT:** 2,446    **NUMBER STILL AIRWORTHY:** Thought to be around 40.

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