



The BT-13 and BT-15 series monoplanes have had a much greater effect upon the aerial application industry than has been generally realized. Although few duster/sprayer conversions are still in use, the large number available after World War II were partially acquired by agricultural operators as a source of spare parts for their biplanes. Wheels, brake systems and especially, powerplants, were installed in Stearman and N3N-3 biplanes, these articles being salvaged from Vultee basic trainers. In fact, most large dusting and spraying companies still utilizing the biplane trainers still have several BT-13 airframes on their junkpiles.

Of those Vultees which escaped cannibalization, a few remain in service as sprayers. (Photos — Author)



1. BT-15 N66982 P.W. R-1340-AN-1, 600 hp. Sprayer, Casa Grande, Arizona, June 10, 1963.
2. BT-13A N68144 P.W. R-985-AN-1 450 hp. Ex. 41-1581. Mfd. 11 July, 1941. Operated by Casa Grande Dust & Spray. Airhaven Airport, Phoenix, Arizona, Jan. 19, 1959. Since sold, probably to Calif.
3. BT-13 N56154 P.W. R-1340-AN-1 (Modified) Larkins says these were blimp engines. Note extended shaft and case. Sprayer at Stanfield, Ariz., December 27, 1966. (c/n 8279)
4. BT-13 N63282 c/n 79-999. Engine as above. Same date and operator.