

MID-CONTINENT AIRCRAFT CORPORATION

PLANEGRAM

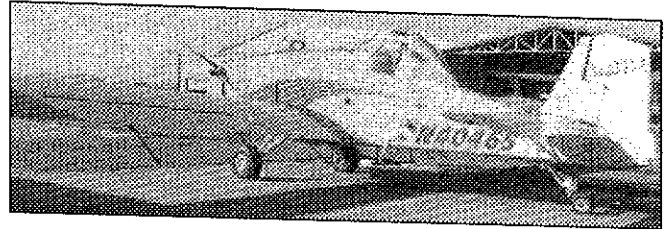
Mid-Continent Aircraft Maintenance Division



Drake Daniels Started with MCAC on 4-5-10 in our Maintenance Dept..

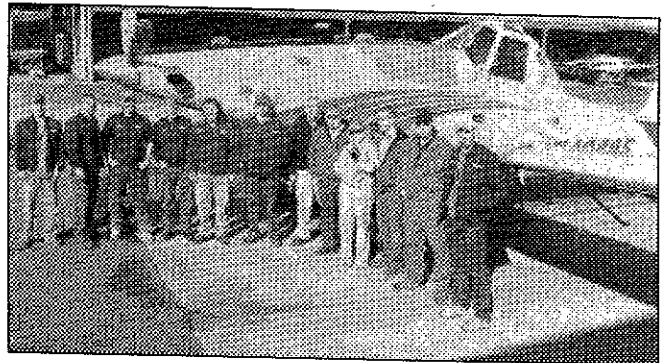
He has been a great asset to the Mid Continent's Maintenance department in his working knowledge of paint, paint products and their uses. His skills as paint expert including full body and partial repair, custom design, airbrushing, and hand pin striping. Drake is

from Kennett, MO. He graduate, Kennett High School in 2009. Went on to be a graduate of WyoTech, Laramie, WY in 2010. He has an Associate in Specialized Technology in Automotive Technology and Collision/Refinishing Technology with Applied Service Management. We are so proud to have him as a part of our family here at Mid-Continent Aircraft Corp.



Finished product. Jerry Teague wanted the plane to look fresh and with the New Thrush logo and paint schemes from Thrush Aircraft Inc..

Drake Daniels made this happen.



From left to Right: John McCain, Chris Roberts, Drake Daniels, Dale Waldren, Malcomb Allen, Josh Styron, Kevin Jackson, (Jerry Teague-Owner, Jessica Teague, Joey Terrell), Tom Russell, Derrick Bekius.

Maintenance & Services

Mid-Continents flexibility and exceptional service makes such a wide variety of services possible.

Maintenance:

- We do all kinds of service and repair.
- We perform airframe maintenance.
- We do turbine engine maintenance.

• Parts: Mid-Continent has a very extensive variety of aircraft parts.

- Modifications
- Line Services
- Paint

Mission Statement:

We are a leading professional organization committed to the advancement of general and agricultural aviation technology. Our team provides a vital resource to the aviation community and is dedicated to the highest satisfaction and well-being of those we serve.

A P-38 PILOT'S LAST MISSION – BY: VIC WRIGHT

Second Lt. Charles Patton was assigned to the 9th Air Force's 474th Fighter group (428th Fighter Squadron) at Warmwell, England, on June 13, 1944. The 474th was a fighter-bomber unit supporting American troops in the invasion of France that had begun a week before on D-Day. Patton flew his first combat mission on June 25, 1944. During his tenth mission, on July 18, the group was attacking transportation targets when it was bounced by enemy fighters. In the ensuing action Lt. Patton was credited with probably destroying a Fw 190 and damaging an Me 109.

Charles Patton's twelfth and final mission was on July 27, 1944. Flying P-38J-10 serial #42-67688, coded F5-T, he was his squadron's spare that day and replaced another pilot who aborted due to engine trouble. 2nd Lt. John W. O'Neill of the group's 429th Sq. provided an eyewitness account of what happened for Patton's official missing Aircrew Report: "Above a cloud layer at 10,000 feet, I was number four man of Censor 429th Sq. yellow flight, and we were turning to the left. Another flight was breaking away to the left from bandits, and number four man of this flight Lt. Patton flew into Censor yellow leader, Lt. Banks. At the last instant Lt. Banks' made an effort to avoid collision with number four man, but Lt. Banks' right wing tip sheared off number four man's right wing just outside of the engine nacelle. Lt. Banks' plane had its right wing tip, about 6 feet taken off, and immediately thereafter turned to the right. Lt. Banks' plane looked like some attempt to keep it under control was made. We then turned to follow the planes. I did not see number four man's ship, but saw Lt. Banks' ship diving out of control."

Three months later 1st Lt. William H. Banks wrote his own detailed report of this incident, and of an investigation he made

after returning to duty, a copy of which Vic Wright has provided us: "On July 27, 1944, I was leading the second flight of the 429th Fighter Squadron, flying top cover for the 474th Fighter Group. In the vicinity of Laval, France, our group was jumped from above by fifty (50)-plus Me 109s at 12,000 ft. Our squadron went into a left turn to meet the attack and the 428th squadron made a right turn beneath us and climbing into the sun. Lt. Patton was flying number four position of one of these flights.

"Because Lt. Patton was climbing into the sun and due to the limited visibility below me, neither of us saw each other until the very last moment. I kicked left rudder and dumped the stick in an effort to miss him. Our right wing tips collided and I lost about ten feet of my right wing. I believe Lt. Patton's plane was damaged more severely.

"My ship fell into a spin and I was forced to bail out over enemy occupied territory. During the two-week period that I was "Missing in Action", I made an effort to find out what happened to Lt. Patton, but I did not succeed. When I returned to my squadron, I learned he was still "Missing in Action" and no other information was available about him.

"On 6 October 1944, I secured a five-day operational leave, and since the territory in which the accident occurred had been liberated by American Troops, I traveled to this section, in an endeavor to secure all the information possible. This section is located approximately five to ten miles north of the main road running from west to east and about halfway between Laval, France, and Le Mans, France.

"With the aid of Doctor E. LeNormand, Sainte-Suzanne, Mayenne, France, who spoke English, I learned that Lt. Patton's plane crashed on a farm owned

by a Monsieur Noury at L'Emerillonniere, which is located two miles west of the village Saint-Denis-d'Orques, Canton de l'Orme, Arrondissement Le Mans. I traveled to this farm with the doctor, and learned that Lt. Patton was instantly killed in the plane, which crashed about two hundred yards from the farm house. After a few hours' talk with the farmer, the following is the story I derived:

"At approximately 1550 hours, 27 July 1944, Monsieur Noury saw a P-38 coming down in a 30 degree dive at a tremendous speed. It appeared to him that the ship was on fire, but after examining the wreckage, I believe it wasn't on fire, but that the gas tanks were punctured and gas was rearing out, giving the impression of smoke. There was no noticeable trace of fire in the wreckage. While still at a good height in the air, the bomb and belly tank were jettisoned, giving the indication that Lt. Patton was fighting to save the plane. A few seconds later, the right engine left the plane, probably due to the weakening of the wing upon collision. Only one engine was found in the wreckage. The plane hit and furrowed a hole approximately ten feet deep. Lt. Patton's body was not burned, but due to the terrific force of impact, only parts of his body were found. Quite a bit of blond hair was noticeable. His Army Identification Tags were found nearby and, a few days later, two rings, one a wedding ring and the other a graduation ring from school. The stone of the latter was broken. His fountain pen was broken beyond repair. The rings and Identification Tags were turned over to the Free French of the Interior, Headquarters, Laval, France. They were to be forwarded to American Authorities and, in turn, to his nearest relative.

Mid-Continent E-Mail Directory

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NDH, New Annual.

1974 Cessna AgWagon

4600 TT, 1050 SMOH, wing tanks, Satloc litestar.

PAWNEE

1971 Pawnee C 235

2300 TT, 250 Factory remand, KT 76 Radio, Aircare exhaust, sprayer, always hangared.

1965 Pawnee B 235

3082 Total, 914 SMOH, light star, smoker, flagger, ceconite, AD, CW, New annual.

IN CANADA: 1981 Pawnee D235

370 TT, new annual, COM, booster tips, always hangared

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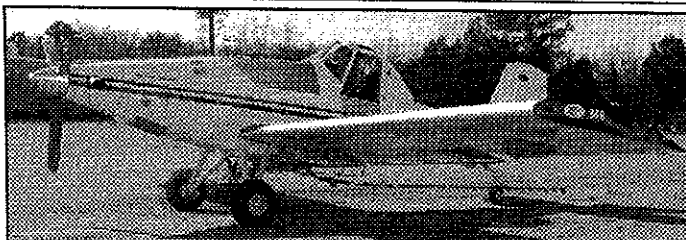
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