

MID-CONTINENT AIRCRAFT CORPORATION

Planegram

Interview with Dick Reade Reprinted from Ag Air Update

Last month, AgAir Update published Part One of our interview with Mr. Dick Reade. The following is the conclusion to the interview:

AAU: Let me touch a little bit on the NAAA. Were you, in fact, the first president of NAAA?

Mr. Reade: Yes, I was the first president of NAAA. We were at a meeting in Washington DC, all belonging to the National Aviation Trades Association and had become very active in that association. We wanted our own separate division of NATA and they didn't want that to happen. So, sitting in DC, A.T. Morgan and myself, we started our own association.

AAU: Since then, you were inducted into the National Ag Aviation Hall of Fame in Jackson Mississippi?

Mr. Reade: Yes sir, that is correct.

AAU: The Ag-Cat was one of the more popular ag planes produced. It went through some transitional periods and since has been surpassed by other manufacturers. Tell us about your involvement with Thrush Aircraft.

Mr. Reade: My current business partner, Dennie Stokes, is a Thrush operator. When we merged our companies together, we brought Thrushes into the program. Denny got his start in Ag-Cats, so he understood where the Ag-Cat program was going. One thing led to another and our Thrush program was developed. We are one of two Thrush dealers in the U.S. We use four turbine Thrushes in our operation.

AAU: Over the years, you have had many accom-

continued inside

Thrush 510G Awarded FAA Type Certification!

(Albany, GA) We are proud to announce that the Federal Aviation Administration has issued Type Certification for the new Thrush 510G. This is a major milestone for both Thrush and GE Aviation, as the 510G features the new GE H80 turboprop engine - a first for ag aviation.

Certification was awarded following completion of final flight tests and paperwork review at the company's plant in Albany, Georgia and it marks the culmination of more than two year's work by both Thrush and GE Aviation in concert with the FAA's regional office in Atlanta.

The aircraft has been highly anticipated by our industry, and deliveries of the new 510G have begun immediately to Thrush customers both here in the United States and around the world. Certification of the dual cockpit version of the 510G will follow shortly, and we feel certain that both the single and the dual cockpit versions of the 510G will be home runs with customers. We've been gearing up production accordingly - to the highest production rate at the factory in over 30 years.

The certification process was a total team effort at Thrush. From our engineers and quality control department, to our skilled technicians and assembly folks - everyone worked together to bring this tremendous new airplane to market as quickly as possible, while ensuring it meets the high standards we've set for every Thrush aircraft.

We're very proud of this major accomplishment. It's a wonderful affirmation of our commitment to better our industry through innovation and the application of the latest technology.

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MID-CONTINENT AIRCRAFT CORPORATION is located in Hayti, Missouri, 80 miles north of Memphis, Tennessee. Even though Hayti is not the geographical center of our nation, **MID-CONTINENT** is the center for all ag aviation needs. With excellent daily truck freight lines, air freight, Federal Express, and UPS delivery capability, **MID-CONTINENT** has and will continue to cover the world.

plishments. What are some of the accomplishments that you are the most proud of?

Mr. Reade: Getting together and forming the NAAA for the benefit of the industry has to be the top of my list. We can't go at it alone and the NAAA has helped our industry develop into what it is today.

AAU: You are on the Board of Directors for the National Agricultural Aviation Museum in Jackson, Mississippi. Tell us about that.

Mr. Reade: When we first acquired the museum in Jackson, we were appointed to a committee. Jim Maxwell, myself and Vern Truett. James is gone now and has been replaced with Drew Keahey. The museum included forestry work and other forms of agriculture. We were in charge of the agricultural aviation portion.

AAU: What are some of the major changes and advancements you have seen in our industry?

Mr. Reade: The first thing that comes to mind and one of the most important is going from the radial to turbine engine. Our productiv-

ity has increased. The second and just as important is the National Agricultural Aviation Association's handling of the legislative problems that directly affect us. The third is the continued evolution of sophistication in the industry. The advent of electronics instead of ground flagmen, for example, has been very advantageous.

AAU: In the last five or more years, the industry has taken an upswing. What is your outlook?

Mr. Reade: Near future, with high commodity prices and new chemicals adapted to aviation, a continued rise in ag aviation. More automation in the airplane is on the horizon, as well.

AAU: If you could communicate one message the new generation of ag-pilots, what would it be?

Mr. Reade: Apply yourself, work hard, be safe and you will have a future in this business.

That concludes AgAir Update's interview with Mr. Dick Reade of Mid-Continent Aircraft in Hayti, Missouri. Watch the full interview video on agairupdate.com



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