

MID-CONTINENT

Aircraft Corporation

Aircraft Sales • Insurance • Parts • Maintenance & Satloc

DICK READE: A View From the Top: Part 3

by JOSH RITTENBERRY



With the war in the rear view mirror, Dick Reade returned stateside and graduated from Iowa State University with a degree in animal science. Little did he know that he was about to embark on a path that would rival his greatest and most noble war achievements.

In 1949, with three Stearmans and a dream, Dick founded Mid-Continent Aircraft Corporation. Though the original dream had been to work as a herdsman for a cattle ranch out west, Dick found flying to be more fun and managed to parlay that into a career. As a result, he helped define the aviation industry as we know it today.

Dick's first spray job with Green Giant in central Minnesota last two weeks. He followed that with work for Birdseye and then a stint with Don Pratt, where he sprayed large swaths of wheat in western Kansas. After crisscrossing the country, going wherever the work took him, Dick settled in the small Missouri Bootheel

town of Hayti. It was in ideal strategic location because Dick quickly found copious amounts of work to be done in the South, primarily Arkansas.

Realizing this burgeoning industry needed guidance and leadership to prosper, Dick Reade found himself at a large conference table in 1953 with 10 other operators. At this table the idea for what would become the National Aerial Applicators Association was born, and in 1966 Dick was named the organization's first president.

Aside from spraying, which he did well into the 1980s, Dick Reade had diversified Mid-Continent. The firm became the first distributor for Grumman's new spray plane. Debating what it should be called, Dick suggested Ag-Cat, a variance on the old Grumman fighter planes of WWII, like the Hellcat and the Bearcat. As a sought-after distributor and dealer, one of Dick's most notable clients was actor Steve McQueen, who purchased a restored 1945 Boeing Stearman PT-17 in 1979. In addition to aircraft sales, Mid-Continent added an insurance division in 1965. A certified FAA repair station, parts, GPS, a satellite location in Estherwood, Louisiana, and spray operations in Potomac, Illinois and Earle, Arkansas have also been added in the years since.



From a quiet life in Scarsdale, New York, Dick Reade's journey has made him a WWII hero, a pilot, a leader and a businessman. But most of all, as he looks back in his accomplishments from his view at the top, he is still the one thing that has remained constant throughout his successes: humble.

SCIARA & WHITTINGTON AIR & GROUND PURCHASES 510P

Sciara & Whittington Air and Ground of Eudora, Arkansas recently took possession of a new Thrush 510P purchased from Mid-Continent Aircraft Corp. Owners Carlo Sciara and Brian Whittington purchased the new aircraft in April after a test flight but decided they wanted a blue paint scheme instead of red. Mid-Continent made it happen.

Pictured with the new Thrush is (left to right) Mid-Continent Executive Vice President Chris Cobb, owner Carlo Sciara and pilot Kevin Gwin. Not pictured is owner Brian Whittington.



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SPECIAL OF THE MONTH



N5298F
2009 Thrush, S2R-T34
 4200.0 A/F TT

Sprayer, Nav Lights, 228 Gallon Fuel System, Intelliflow, Smoker, G4, VGs, Bottom Fuel, Lane Electric Brake, New Glass, Fresh Annual, Load Hawg



LEASED
1994 Ayres, S2R-T34,
N94PR

7835.9 A/F TT, 750 HP, Avenger Spar Caps, GPS Bantam-Intelliflow, CP-09s, Vortex Generators, Hopper Rinse, Spreader, Harbor, Air Conditioner, Electric Fan Brake, Bottom Load Fuel, Kawak Quadrant, Smoker, New Landing Gear, Wingman, Winglets

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LEASED
1996 AYRES-41, S2R-T34,
N2243J

8352.0 A/F TT, 850 HP, Satloc M-3 w/ Intelliflow, Lane Electric Fan Brake, Smoker, Cool Seat, Air Conditioner/Heat, Hopper Rinse Tank, Bottom Load Fuel, Stainless Steel Boom

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2009 Thrush, S2R-T34,
N5298F

4200.0 A/F TT, Sprayer, Nav Lights, 228 Gallon Fuel System, Intelliflow, Smoker, G4, VGs, Bottom Fuel, Lane Electric Brake, New Glass, Fresh Annual, Load Hawg

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SOLD
2020 THRUSH DUAL
COCKPIT
N705MC
 0.0 A/F TT
 READY FOR WORK!

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2013 Thrush, S2R-H80,
N3046N

2700.0 Engine & A/F TT, 0.0
 SIRAN, Fresh Annual, 800 HP,
 Load Hawg, VGs, Bottom
 Fuel/Dual Load, Leading Edge
 Lights, Stainless Steel Booms,
 Hopper Rinse, Smoker, Spreader
 w/ Kicker Plate, CPs, G4
 Intelliflow

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1989 Air Tractor, AT-402,
N1012B

12623.4 A/F TT, Left and Right
 Bottom Load Fuel, Left and Right
 Loader Value, Flow Control,
 Vertex Generator, Heat and A/C,
 Aluminum Boom, Satloc GPS,
 Less Spreader

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2006 Thrush 550-10,
S2RHG-T65
N41024

4194.0 A/F TT, 4287.4 TT
 SCAM, A/C & Heater, Satloc G4
 w/ Flow Control, Fast Start,
 Transland 3" Pump, Stainless
 Steel Booms, CP-09 Nozzles,
 Stainless Steel SLK-41
 Spreader, 228 Gal Fuel

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SOLD

2012 Thrush, S2R-T34
N3006C

2562.0 A/F TT. Bantam Satloc
 Flow Control, Lane Pump,
 Fan/Electric Brake, Bird Lights,
 Long Stock Mod, Concorde
 Battery, Field Approval, 4 Each
 RG35-AX Replace 2 ACH Gills,
 HIS Included, New Segments
 And O/H Of The CT Vane By RT
 Turbines, "O" Time Since New
 Urethane Paint

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1995 Ayres, S2R-G6
N3160M

11,024.0 A/F TT, Stainless
 Booms, Transland Slim Line
 Spreader, Bantam w/ 9" Screen
 and Flow Control, Load Hawg, 2"
 Load Valve, Pump w/ 4-Blade
 Electric Brake, 63 T Jet Check
 Valves and CP09-3P Nozzles

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2018 Thrush, S2R-H80
N318SW

900 A/F TT, GE H80 (800 SHP
 engine), 510 gallon spray system
 with 41" stainless steel gatebox,
 leading edge lights, G4 and flow
 control, Load Hawg, smoker, plus
 much more.

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1999 AT-402B
N51967

7922.0 A/F TT, PT6A-15AG,
 8950 TT engine, Covington light
 OVH at 6500 engine hours,
 SATLOC Bantam with G4
 screen, flow control, A/C, heat,
 Garmin G5 attitude indicator, CP
 11 nozzles, smoker, very little
 fertilizer, Transland 10 vane,
 overhauled FCU and fuel pump
 at 7322.0 TTAf, wing spars done
 in June 2019 at factory. One



1974 Grumman Ag Cat, G-
164A
N9688

6042.6 A/F TT, 600 HP, Del
 Norte GPS, Smoker, Spreader,
 Transland Gate, Stainless Belly
 Skin, 80 Fuel Cap, CP 09
 Nozzles, Stainless Steel Booms

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owner, always hangared

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Since 1949, Mid-Continent Aircraft has been the leader in Agricultural Aviation by providing a variety of services that exceed our customers' expectations. We are committed to the advancement of general and agricultural aviation technology.

As we move into each day, we will continue to grow with your business and provide the tools you need to be a success.

Mid-Continent Aircraft Corp. is located in Hayti, Missouri, 80 miles north of Memphis, Tennessee. Although 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.