

MARCH | 2021

MID-CONTINENT

Aircraft Corporation



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In California, There's Always Tomorrow

by Josh Rittenberry



After an unremarkable start to the winter, mother nature is reminding many of us that she's still around. In the final throes of the blustery season, with several rounds of snow, ice, and freezing temperatures of late, you can't help but dream of a warm, sunny place like California. While we can only wait for tomorrow and dream of better days, for Richter Aviation it is a reality to operate in such a plumb locale.

Living in Maxwell, California, northwest of Sacramento on a property held by the last five generations of family, Richter Aviation, Inc. operates in the northern portion of the Central Valley, an important agricultural region responsible for providing more than half of the rice, fruits, vegetables, and nuts grown in the United States.

Established in 1983 by Rick Richter, Richter Aviation was fueled by the love and passion of flying and farming, beginning with an A-Model Ag Cat and some vigor. Watching Stearmans as a boy on the family farm, Rick counts local farmer Dave Perry, pilots Nick Moller, Bill Sommerville, and Neale Wade as early influences and mentors who encouraged

him to jump in the cockpit. After graduating college in 1975, Rick started working for his cousin, Paul Richter, who was manager at World Agri-Air, and from there his flying career began in earnest.

Over the course of 40 years, Rick became heavily involved in his state association—California Agricultural Aviation Association—as well as the National Agricultural Aviation Association. In 2009 he was elected vice president of the NAAA before being elected president in 2011. Following his service on the NAAA board, Rick continued his involvement in the national organization as a PAASS Presenter for six years.



The love of farming and flying has since spilled over to the next generation. In the summer of 2009, Rick's son Nick started his flying career with the business after working on the ground crew through high school and college, and even after graduating from ATP flight school in Phoenix, Arizona. Nick simply saw aerial application as a next logical step to carry on the family business.

Today Richter Aviation operates a fleet of six Ag aircraft: one Super B Ag Cat, three C-Model Ag Cats, a brand new 2021 710 Turbine Thrush purchased from and outfitted by Mid-Continent, and the very same A-Model Ag Cat with which Rick started the business all those years ago. Rick recalls that trusty Ag Cat came with a Mid-Continent sticker bearing the inscription, "Safety is no accident", words he still lives by today.

The operation runs from April to August and covers an area of about 15 miles from the company's headquarters, but they count numerous satellite strips that can usually get them within a couple of miles to the field to be treated.

"95% of our work is rice", Nick says of their primary crop, of which California operators can easily treat up to 500,000 acres. "Last season we planted just over 40,000 acres, and a majority of those acres get up to five applications."

Richter Aviation consists of Rick and Nick, four seasonal pilots, three additional full-time employees, as well as around 20 seasonal employees. Flying is not the only source of the family business as the Richters farm 450 acres of rice and 80 acres of walnuts.



Although we may be envious of the area's climate, there are downsides to being an operator in California. "Operators in this part of the country encounter more regulations, red tape, and hoops to jump through", says Nick. "And though the climate is ideal for various crops, there is always a risk of drifting to highly susceptible crops."

The Richters take the ups and downs in stride, while managing to find steady and lasting success. In addition to son Nick, Rick and wife Brenda also share two daughters. Nick and his wife Jessica have gone on to have three children themselves, two girls and a boy: Avery, 9, Lexi, 7, and Cason, 4.

"The industry is thriving. Technology has advanced us a great deal and will continue to in the future. I'm very optimistic", Rick says. But in lending words of advice to others, Rick cautions, "Be careful not to push so hard that

it makes it dangerous. Remember, there's always tomorrow."



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LARRY JAMES LANDRY, SR.
1942 – 2021

It is with deep sadness that we share the passing of Larry Landry on



February 13, 2021. Larry was an integral part of the Mid-Continent family, an association that began in 1971 when he first met Mid-Continent founder and owner Dick Reade at the NAAA Convention in Las Vegas.

After working for Lyon Flying Service in Welsh, Louisiana, Larry became parts manager for Falcon Crest Aviation. Shortly thereafter, Larry was approached by then-Mid-Continent Executive Vice-President Larry Cookemboo, who proposed a joint operation in Estherwood, Louisiana.

Landry Aero opened its doors in May 1993 as a parts division of Mid-Continent, with insurance sales added in 1996. Even though it has always existed as a division of Mid-Continent, the name “Landry Aero” was strategically chosen because the Landry name and reputation remained so closely identifiable with Larry’s existing customer base.

Larry Landry was born in Jennings, Louisiana to Evelins Landry and Marie Gary Landry on July 31, 1942. He proudly served his country in the United States Air Force from 1960-1964, in the Air Police Canine Corps, and as an interpreter during the Vietnam War. He continued to serve his community as a Scout Master for Boy Scouts of America during the 1970s, 1980s, and 1990s, and was a member of the Knights of Columbus. Larry was a devout Roman Catholic, devoted husband, and father. Larry worked for many years in the aviation industry, which was his passion, treating all his customers and employees as if they were family. He loved barbecue and cooking for his family, loved watching Saints and LSU football, playing golf, and working out at the gym. Larry’s greatest joy came from the time he was able to spend with all of his family, especially his grandchildren.

Larry is survived by his three sons, Larry J. Landry, Jr. (Karen) of Ocean Springs, MS; Lance Joseph Landry (Carmen) of Scott, LA; Layne Jacy Landry (Rebecca) of Lafayette, LA; his two daughters, Margaret Heather Landry Bergren (John) of Welsh, LA; Kamala Caroline Igues (Kevin) of Welsh, LA; eight grandchildren, Ashley, Derrick, Aidan, Megan, Cain, Jordan, Shelby, and Zoe; and four great grandchildren, Jay, Jaxson, Charles, Jr., and Kingston.

Larry was preceded in death by his beloved wife, Margaret “Margo” Dunn Gillard Landry; his father Evelins Landry; his mother, Marie Gary, step-father Camille Palmer; and one grandson, Christian Rene Dubois.

Memorial Services for Larry were held at Our Lady of Seven Dolors Catholic Church in Welsh, LA on Friday, February 19, 2021. Internment took place at Pine Island Cemetery in Pine Island, LA.

Larry will be greatly missed by all who knew and loved him.



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Ryan Muysenberg was the winner of the custom helmet from Mid-Continent Aircraft!



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Tommy Owen of RCL Farms prepares to head back to Georgia after some annual work that was completed by Mid-Continent Aircraft.



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After a brief respite away from our Mid-Continent family, we are glad to welcome back Benny Phillips of our shipping and receiving department. Benny recently celebrated 46 years at Mid-Continent.

YOU COULD WIN THIS AVIATION CLOCK



Mid-Continent Aircraft Insurance Division is giving away this beautiful clock!

To enter you must do ALL of the following on the original Facebook post. *WHEN SHARING THE POST PLEASE SET TO PUBLIC SO WE CAN SEE YOU SHARED.*

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2. Share Post
3. Comment that you liked and shared

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*For an extra entry, email your email address to acinsurance@midcont.com to be added to our monthly newsletter.

Must be on original post for entry to count. The drawing will take place March 31, 2021 and will be announced on our Facebook page and in the April Mid-Continent newsletter.

Good luck to everyone!

AIRCRAFT INVENTORY



**2019 THRUSH, S2R-T34
N1009F**

750 SHP Pratt & Whitney PT6A-34AG Turboprop Engine, Constant-Speed Hartzell Propeller, MVP-50T Glass Panel,



**2012 THRUSH S2R-T34
N986MM**

Very Clean and Well-Maintained! Cascade, MVT-50 Glass Panel, Load Hawg, Bantam GPS,



**2013 Thrush, S2R-H80,
N3046N**

2700.0 Engine & A/F TT, 0.0 SIRAN, Fresh Annual, 800 HP, Load Hawg, VGs, Bottom

Garmin G5 Attitude Indicator, 510-Fallon Fiberglass Hopper, 250-Amp Starter/Generator, Spray System w/ 41-inch Stainless Steel Gatebox For Dry Applications (seeding and fertilizer) and Emergency Liquid Dump Capabilities, Sherwin-Williams JETGLO Paint, Two-Inch Stainless Steel Spray System, Flve-Blade Weath-Aero Cockpit Adjustable Fan, Three-Inch Side Loader, Streamlined Aluminum Booms, Wingtip Navigation and Strobe Lights, 228-Gallon Fuel System, Windshield Wiper and Washer, OAT Gauge, AmSafe Aviation Inflatable Restraint System, 29-Inch-High Flotation Tires and Wheels with Dual-Caliper Cleveland Brakes, and Zee Air Conditioner and Cabin Heat.

[More info](#)



**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

[More Info](#)

Intelliflow, Leading Edge Lights, Vortex Generators, Smoker, Bottom Load Fuel

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**2017 THRUSH S2R-H80,
N813MC**

2050.0 A/F TT, GE AVIATION GE-H80-100, CP Nozzles, Vortex Generators, Intelliflow, Load Hawg, Hopper Rise Tank, Smoker, Bottom Load Fuel, MVP-50 Panel, G4

[More Info](#)

Fuel/Dual Load, Leading Edge Lights, Stainless Steel Booms, Hopper Rinse, Smoker, Spreader w/ Kicker Plate, CPs, G4 Intelliflow

[More Info](#)



**2021 AVIAT HUSKY
A-1C-180
N98H**

NEW, 0.0 A/F TT, Oregon Aero Ergonomic, 16G Energy Impact Absorbing Lumbar and Side Support Seat Cushion w/ Black Fabric, Complete Electrical System (14 Volt DC) with 70 Amp Alternator, 22 Amp-Hour Battery, Starter, Amp Meter and Circuit Breakers, Complete Flight and Engine Instruments with Sensitive Altimeter, Air Speed Indicator, Magnetic Compass, Digital Tachometer, Professional Grade Dual Hydraulic Disc Brakes Toe Operated, with Parking Brake, Metal Cabin and Belly Fuselage Panel, DuPont™ Ceconite® Fabric Covering Proprietary Urethane Paint System, 8.50x6 Tires, Alaskan Bushwheel™ Tailwheel, Polished Hubcaps, STC B&C Oil Filter, Cooling Lip, New Throttle Quadrant and Dual Push-to-Talk Switches, High-Capacity Cabin Heater, Rear Seat Heat and Defrost, Hatfield Auto Shut-off, Kawak Throttle Control, LED Leading Edge Lights, MVP-50T Glass Panel, Garmin G5 Attitude Indicator, 228 Gallon Fuel, Five Blade Weath-Aero Fan, Smoker, Streamline Aluminum Boom, Wingtip Navigation and Strobe

[More Info](#)

2010 Dream Tundra, N523MM

90.0 A/F TT, Aerosport IO375
210 HP, PMA-8000B Switching
Panel with 4 Place Intercom and
Three Light Markers, Garmin SL-
40 Com, Garmin 430 GPS,
Garmin GTX-330 Transponder,
Garmin 496 GPS (Panel
Mounted),
Digiflight II Autopilot w/ Altitude
Hold, PFD/MFD

[More Info](#)

1997 Ayres, S2R-G10 N773CC

6500.0 A/F TT, 400.0 SPOH,
Cool Start System, Hatfield
Single Point Fueling, ATS-VGs,
Ag-Tips-Marburger, Kawak
Hydraulic System, Satloc, G4,
Load Hawg

[More Info](#)

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
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

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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.