

AUGUST | 2021

MID-CONTINENT

Aircraft Corporation

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Dressed For Success

by JOSH RITTENBERRY



Tucked away in a quiet corner of northeast Arkansas a family tradition continues. Jeremy Folden grew up in the aerial application business watching his dad, grandpa, uncle, and cousin spray. He eventually began loading for the operation before finally getting his pilot's license.

"The first plane I flew while getting my license was a Cessna 152 and then a Cessna 172. The first Ag plane I flew was a 450 Ag Cat," Jeremy remembers.

Bypassing any formal ag training, Jeremy began his own career with a training syllabus and his dad's watchful eye.

"Fifty hours of solo then 50 hours of carrying water and practice spraying at fertilizer height while



flying the light bar," Jeremy describes of his initial training.

Jeremy's grandpa established the family operation back in 1953. From there the baton was passed to his dad Don, who passed it on to Jeremy in 2005.

The business started out with a Piper Cub then moved to Pawnees and then to Ag Cats and Dromaders. "When I started, we leased an Ag Cat for me while dad flew an AT502," Jeremy explains. "I quickly moved to a 400 gallon Turbine Thrush then to an AT402, and now I fly an AT802."



Folden Aviation prospers on rice and soybeans in Arkansas. In Hornersville—the operation's facility in the Missouri Bootheel—cotton, corn, and peanuts are primary crops, with some watermelons and pumpkins thrown in for good measure.

The early days of the operation churned along with only Jeremy, one other ground crew member, and Jeremy's dad as the pilot.



"After I started flying and adding my airplane we went to three ground crew," Jeremy says. "Mike James handles things in the Hornersville location, while Jeff Ramer, Baron Cahoon, and Cayden Mansker often assist at the Arkansas location, with my dad scheduling everything."

The bond among pilots and operators in our industry is inescapable. Some have the opportunity throughout the year to help one another out with work. Others break bread and attend PAASS Program classes at

state association meetings in the off season. That's the benefit of belonging to a tightknit community.

As he was making his way, Jeremy had the good fortune of calling fellow operator Jack Short a close friend and mentor. "Jack taught me all about cotton spraying because all I had really flown was rice. I often came to help him in Hornersville when he got busy and vice-versa."

Tragically, however, Jack was killed in a wire strike near his operation in 2016,

leaving behind his wife, Kim, and a young son to mourn his loss.

"After I heard about Jack's crash, I shut down immediately and came to see Mike at the airport and then to Jack's wife Kim. I assured her we would take care of the business the rest of the year, just as Jack would have wanted. She asked me to buy the business that winter, so we did in 2017 and kept Bootheel Ag Air going. Jack built that business from scratch to what it is today."



Jeremy says his home life is as normal as any ag operator. He will be married to wife Jenny for 16 years this September. Together, they share daughter, Cadence, 12, and twin boys Garrett and Parker, 9. Cadence enjoys horseback riding and band, and the twins are active in soccer and basketball. The family also enjoys camping in their camper in the off season as much as they can.



Actively involved in his state association, Jeremy is one of three Northern Region Operator Representatives for the Arkansas Aerial Applicators Association.

"I see growth and the need for more ag aviation," Jeremy says of the industry. "This year, for instance, it seems there are not enough planes to cover the demand for agricultural products that need to go out. This need will only grow and our need for newer, younger pilots will

continue to grow also."

The continued success of Folden Aviation helps to maintain the growth of the industry overall. Key to this is Jeremy's motto of "Quality before Quantity".

"If you do good work then God will reward you with the quantity of work. Don't shortcut just to get the job done. Be effective, and most importantly, be safe. Going home to our families is the end goal."

But when all else fails, Jeremy lives by a more lighthearted motto: Look good, feel good, and dress for success.



August 3, 1921 – August 3, 2021

Today marks 100 years since the first aerial application was made on August 3, 1921, when Lt. John A. Macready flew a Curtiss JN-6 from McCook Field in Ohio to a nearby catalpa tree grove. At 11 a.m. ET today watch a live stream <https://www.youtube.com/watch?v=YbMQxv6U3H4> of the celebration ceremony in Leesburg, Virginia to commemorate this anniversary.



Benoit Aerial Spray of Bourbonnais, Illinois recently returned home in their trusty Turbine Thrush after our H80 Specialist Lubos Hrdina performed a Type 4 Engine Inspection. The operation will have the good fortune of taking delivery of a brand new Turbine Thrush purchased from Mid-Continent later this year. Be sure to contact our sales and maintenance divisions for all your aircraft needs. (Pictured left to right: Stan Hunter, Benoit Aerial Spray pilot David Lambert, Tom Russell)

Watkins Celebrates 40 Years at Mid-Continent



On July 28, 2021 Sharon Watkins celebrated 40 YEARS at Mid-Continent. Members of the insurance division and Mid-Continent presented Sharon with tokens of appreciation for everything she has contributed over the last four decades.

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Widening Horizons



Tanner Cobb



Tucker Edwards

In the last few months we have been fortunate to bring on board two young people who have had an opportunity to see the Ag Aviation Industry up close and in full swing.

Tanner Cobb, an incoming senior at the University of Mississippi, has been learning the ropes in our Insurance Division. From the ins and outs of aviation insurance to meeting the operators we insure, the experience has served as invaluable on-the-job training. Tanner, son of our own Chris Cobb and Tracy Cobb, is set to graduate from Ole Miss in Spring 2022 with a degree in Risk Management and Insurance. When he returns to school, Tanner will have reason to brag – this summer he succeeded in passing his Missouri Insurance Producer License Exam!

When Tucker Edwards was in elementary school, Mid-Continent served as a drop-off point for his school bus since his dad Justin worked here and they lived nearby with mom Samantha. As he enters his junior year of high school, Tucker is dropped off again here, this time as he rides to work with his dad. Tucker has spent his summer break from school enjoying the hands-on work of assisting our maintenance crew.

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On July 22 Missouri State Senator Jason Bean presented a resolution passed by the Missouri Senate honoring 100 years of aerial application in Missouri, as well as acknowledging Mid-Continent as a leader in the industry ahead of the 100th Anniversary of Ag Aviation on August 3.



Ag Aviation was on full display at Airventure 2021 held in Oshkosh, Wisconsin. Sponsored by the Experimental Aircraft Association, the annual airshow transforms Wittman Regional Airport in Oshkosh into the the busiest airport in the world the last week of July.



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Voice of the Aerial Application Industry

eNewsletter

July 15, 2021

Dick Reade Leaves \$100K to National Agricultural Aviation Museum

Dick Reade's stewardship of the industry continues in his death much as it did during his life. The founder of Mid-Continent Aircraft Corp. and NAAA's first president didn't make it to the aerial application industry's Aug. 3 centennial, passing away at the age of 98 in April, but a history-making donation to the National Agricultural Aviation Museum will allow it to further its mission of educating the public about the importance of aerial application for years to come. This week, Reade's trust gifted \$100,000 to the Mississippi Agriculture &



Forestry Museum Foundation to be used for the benefit of the National Agricultural Aviation Museum in Jackson, Mississippi.

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**1983 AIR TRACTOR AT-
301
N31580**

9679.2 A/F TT, 350 Gallon Hopper, Bantam GPS w/ G4, Light Bar, Intelliflow, Stainless Steel Boom, Nozzles, CP-03, Smoker, Air Conditioner, bottom Load Fuel, New Side Windows

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**2012 THRUSH S2R-T34
N986MM**

Very Clean and Well-Maintained! Cascade, MVT-50 Glass Panel, Load Hawg, Bantam GPS, Intelliflow, Leading Edge Lights, Vortex Generators, Smoker, Bottom Load Fuel

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**1996 THRUSH S2R-G1
N2237D**

9688.0.0 A/F TT, Hatfield Bottom Load Fuel, A/C, Vortex Generators, New Satlock Bantam, Flow Control, Stainless Steel Spray System, AFS Check Valves, CP Nozzles, Agrinautics Pump, Lane Electric Brake, Aircraft Radios, Fresh Eddie Current, Spar Caps 3220 of 6,200 Hour Life

[More Info](#)



**1998 AYRES S2R-G10
N2146S**

4909.0 A/F TT, New Fuel Spline, Bantam GPS, Lane Electric Brake, Smoker, Fast Start, A/C, No Heat, Stainless Steel Boom, Nozzle CP-09, Comm Radio, Trac TXP with ADS-B Out, New Wing Spar May 2016, Annual 2-21

[More Info](#)



**2019 THRUSH, S2R-T34
N1009F**

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

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**1998 Air Tractor AT-802A
N5094H**

12,152.6 A/F TT, 1230 HP, 2000 SPOH, Reabe Digital Hopper, Quantity & Spray Boom Pressure, E-TEC Inc Fast Start System, Comm Radio, Hemisphere G4 GPS, RT Side Boom Shut Off, Smoker, Hydraulic Gate, Air Conditioner, Wipaire Vortex Generators, Wingman Wing Due at 15,823.2, Gear Due at 12,798.2, Eyebolt Stabilizer Due at 14,798.2, 4479.7 Hobbs

[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](#)



**1988 AIR TRACTOR AT-
301
N69WN**

8,900 A/F TT, 600 HP, 530.0 SPOH, 320 Gallong Hopper, Ag Pilot X GPS, Flow Control, Smoker, Stainless Steel Boom, Air Conditioner, VGs, Lane Electric Brake, Botton Load Fuel, 25-Inch Gate, 2 Each Spreaders

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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.