



Aircraft Sales • Insurance • Parts • Maintenance & Satloc

A Different Flight Plan

Most of us sail through life content in the knowledge that we are in control of our own destiny. That is, until destiny has other plans.

Mid-Continent Executive Vice President Chris Cobb began his career here 28 years ago, but even he couldn't have imagined then where he would find himself today.

Chris grew up in nearby Caruthersville, working on a farm after high school, before ultimately graduating from Arkansas State University in 1991 with a degree in accounting. From there, he joined the ranks of Mid-Continent as Treasurer and CFO when an accounting position became available, a job befitting a natural numbers man. Initially, Chris's responsibilities included accounts receivable, accounts payable, payroll, corporate financials, and tax filings. But in 2009, Chris was promoted to Executive Vice President. Along with a new title, came new obligations in addition to his accounting duties which saw him become more involved in business decisions, such as company acquisitions, inventory purchases, personnel, and sales, instead of recording those decisions after they were made.



Key to Chris's evolution from accountant to company officer is Mid-Continent founder and President, Dick Reade. "Dick took a risk hiring me right out of college", Chris recalls. "I knew nothing about the industry or Mid-Continent. But Dick wanted to invest in someone local. He looked at my youth and relative inexperience as an opportunity to shape me into a loyal, long-term team member." Over the span of his career, Chris has benefited from a great deal of knowledge imparted to him by Dick, but one bit of wisdom he learned early-on stands out to Chris today. "Dick instilled in me the importance of encouraging new operators and lending a helping hand to anyone who needed it, whether they were a competitor or not. His instinct was and always has been that the overall success of the industry is much more important than competition."

Chris has been married to wife Tracy for 23 years. Together, they share a son, Tanner, who is currently a senior at the University of Mississippi, majoring in Risk Management and Insurance.

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**2010 DREAM AIRCRAFT
TUNDRA
N55JU**



**2012 THRUSH S2R-T34
N986MM**
Very Clean and Well-Maintained!



**2013 Thrush, S2R-H80,
N3046N**
2700.0 Engine & A/F TT, 0.0

Designed for the serious outback and bush flyer! 90 Hours TTSN, Hartzell 2 Blade Constant Speed Prop, PMA-8000B Switching Panel w/ 4 Place Intercom & 3 Light Markers, Garmin SL-40 Com, Garmin 430 GPS, Garmin GTX-330 Transponder, Garmin 496 (Panel Mounted), Digiflight II Autopilot w/ Altitude Hold, PFD/MFD, Engine Info System, ADSB-Out, Extended Baggage Tube, Toe Brakes, Dual Push-To-Talk, Wing Wag Lights, 406 ELT, Shoulder Harness, New 850X6 Tires, Wing Tip Strobes

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**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](#)

Cascade, MVT-50 Glass Panel, Load Hawg, Bantam GPS, Intelliflow, Leading Edge Lights, Vortex Generators, Smoker, Bottom Load Fuel

[More Info](#)



**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](#)

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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**2011 THRUSH S2R-T34,
N70224**

2932 A/F TT, P&W PT6-34AG HP 750, Hartzell Loadmaster 4 Blades 900.0 SNEW, Cascade Intake, Bantam GPS w/ G4 Screen, Intelliflow, 2-1/2" High Volume Spray Pump, Lane Electric Brake, Leading Edge Lights, Micro Vortex Generator, MVP-50 Glass Cockpit, Smoker, Bottom Load Fuel, Load Hawg, Added Step for Checking Oil, 10,500 Gross Weight Kit

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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

[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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**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-Gallon 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, Five-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](#)



SOLD

**2018 Thrush, S2R-T34
N5523H**

630.0 A/F TT, Bantam GPS, Intelli Flow, 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 Lights



SOLD

**1989 Air Tractor, AT-402,
N1012B**

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

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Aircraft Corporation



OUR MISSION: TO KEEP YOU FLYING

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

