

FEBRUARY | 2021

MID-CONTINENT

Aircraft Corporation



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Customer Spotlight: Poorboy Flying Service, Inc.



Billy Stanley's career in the Ag Industry started like most: from the ground up. In 1986, just out of high school, Billy began loading for his uncle, Randy Mink, owner of Poorboy's Flying Service. After Billy had worked hard loading over the next six years, the flying service was successful enough to add a second plane, a Cessna Ag Truck, and from there Billy's duties took him to skies. Billy soon earned his Commercial Pilot's License, and under the mentorship of his uncle, he learned the vital dos and don'ts of the business from the seasoned operator. "Treat it like it's your own and you'll do just fine", Uncle Randy imparted to Billy early on.

Billy then climbed his way into an AT301 and finally into a Turbine Thrush as his spraying experience flourished. But



this is where the story diverges from most. While in the midst of pursuing your career and aiming for success, we have all encountered hardships: accidents, the loss of a fellow operator, the lean years of business. In June 2003 Billy was no stranger to hardship when he was involved in a wire strike which caused him to crash his Turbine Thrush. Though the crash did not claim Billy's life, he was changed forever after the injuries he sustained resulted in the amputation of his right leg below the knee. While recovering, Uncle Randy visited with Billy and asked him what he wanted do now. "I told him I would fly again", Billy responded without hesitation. Uncle Randy promptly bought another Turbine Thrush, parked it in the hangar, and waited for Billy to get back to work.

Less than a year removed from his accident, Billy, the ever-determined pilot began flying again thanks to many months of physical therapy and encouraged by the love and support of family. The ensuing years have been bright. In 2015 Billy purchased the flying service from his uncle, putting his stamp on it by incorporating it and removing the "s" from the name, thereby operating as they do now as Poorboy Flying Service, Inc. Today the flying service operates two 510P Turbine Thrushes, which are used to spray rice, corn, cotton, wheat, beans, and peanuts. Poorboy Flying Service employs a staff of six with whom Billy says he cannot operate without. In addition to the company headquarters in Bay, AR, the flying service serves customers throughout northeastern Arkansas from four airstrips. Understanding that cooperation is an ingredient to the success of the industry, Billy commonly calls on competitors to help with the overflow work they are blessed with. "The flying industry seems strong now with a lot of pilots in their 50's and 60's. I hope they are mentoring loader/pilots like me 35 years ago." Billy says.

Billy Stanley is married to wife Kristie of 29 years. Together they share a son and daughter-in-law, Casey and Mandy Stanley, and a daughter and son-in-law, Courtney and William Tate, and are blessed with five grandchildren.

Asked if he had a personal motto or words of wisdom he lived by, Billy circled back to that old phrase from Uncle Randy so many years ago, "Treat it like it's your own and you'll do just fine."



Poorbooy Flying Service, Inc's new 510P Turbine Thrush purchased from and outfitted by Mid-Continent.

Mid-Continent Hosts Training



Our H80 specialist, Lubos Hrdina, recently took part in providing H80 training for mechanics and operators from both the United States and Canada.

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N1009F**
750 SHP Pratt & Whitney PT6A-



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



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

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.

[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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[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

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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

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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



**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,



**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,



**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,

Less Spreader

Load Hawk

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[More Info](#)

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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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.