

JULY | 2022

MID-CONTINENT

Aircraft Corporation



Aircraft Sales • Insurance • Parts • Maintenance & Satloc

P2+ Takes Us To New Heights

by Josh Rittenberry



THRUSH
A I R C R A F T

P2+

TYPE CERTIFICATE APPROVED

Fresh from the assembly line, Mid-Continent was honored to take delivery of the very first Turbine Thrush 510P2+ a few weeks ago. True to the Thrush brand, the new model is

already surpassing expectations.

As Thrush Aircraft President Mark McDonald told us in January, “We’re taking the 510G long nose airframe and putting the PT6A-34AG and PT6A-140AG engines on it, and as a result, we will combine the more aerodynamic, longer-lasting airframe with two new engines that have not been on the aircraft before. After that, we will add dual cockpit versions, and that will be our new family for the 500 gallon market.”

With all of this talk of the 510, it is also important to note that Thrush has recently completed upgrades to its 710P model, which you can also look forward to in the coming year.

“We couldn’t be happier with the P2+,” says Mid-Continent President Chris Cobb. “In just a short time, it has already proven its ability to increase productivity and reliability during the busiest time of our season.”

A proud Thrush dealer, Mid-Continent is taking orders for Thrush models 510P2, 510P2+, and 710 with delivery expected Winter 2022.

(ABOVE) MID-CONTINENT PILOT CHARLES STOKES ARRIVES AT MID-CONTINENT SHORTLY AFTER TAKING DELIVERY OF THE NEW P2+ FROM THE THRUSH FACTORY IN ALBANY, GEORGIA.



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AIRCRAFT INVENTORY



1973 CESSNA 172M N328DD

5267 A/F TT, 700 TSMOH, 52 Gal Fuel Tanks, Lycoming 0-320, McCauley 2-blade Prop, Bauman BF 2550A Amphibious Floats, Garmin 430W GPS w/ Glide Slope/VOR/GPS, Garmin GTX330 Transponder, ADSB Out, LED Landing Lights, Power Flow Exhaust, Brackett Aero Poly Air Filter, JP Instruments 450 Fuel Flow, Electronics International EGT/OAT/CHT Gauge, PS300 Four Place Intercom GI106A VOR/ILS/GPS, Excellent Four Seat Interior

[More Info](#)



1966 PIPER PAWNEE N4484Y

3513 A/F TT, 780 TSMOH, 235 HP, Bantam GPS, Intelliflow, SMMker, Spreader, Completely Recovered, Replaced All Cables, Pulleys, Shocks and Windows, Repaired All Metal Parts. Very Clean Western Airplane.

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1938 BOEING STEARMAN A75 N1 N54284

6080.7 A/F TT, 520.4 TSMOH, 450 HP, Garmin SL-40 Com, PS Engineering PM-1200, Oilomatic Preoiler, Airwold Remote Oil Filter Smoker, Speed Ring, 46 Gal Fuel, Redline Brakes, Garmin GDL 82 ADSB-Out

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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,



1981 CESSNA A185F N61955

7300 A/F TT, 770 SFRM, Continental IO520, 285 HP, Audio Panel w/ 3 Light Markers, Garmin 430 WAAS, Garmin 255 Com, Garmin GTX 345 w/ ADSM In and Out, Glide Slope, Stormscope, S-TEC-50 Auto Pilot with Altitude Hold, Rosen Sun



1978 PIPER PAWNEE BRAVE N3787E

45,950 A/F TT, Lycoming TIO-540, 1851.0 TT Engine, 446 Hrs on New Carbine, Cylinders Top OH, Spreader, Boom & Nozzles, 86 Gal Fuel, Satlock GPS, 3656 Hrs Left on Wing Spars

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](#)



**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

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Visors, VG Kit, Horton STOL Kit,
Float Kit, Cessna Turbo Vents for
Cabin Cooling, Backup Altimeter,
Backup Artificial Horizon

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**2013 THRUSH S2R-H80
N3046N**

3,600 A/F TT, 800 HP, Load
Hawg, VGs, Bottom Fuel/Dual
Load, Intelliflow with Smart
Pump, Leading Edge Lights,
Stainless Steel Booms, Hopper
Rinse, Bantam, Smoker,
Spreader with Kicker Plate, CPs,
MVP 50T Glass Panel

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**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

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July 3



BENNY PHILLIPS
July 4



LAURIE CURTIS
July 5



CASEY HAYWOOD
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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.

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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.

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