

NOVEMBER | 2022

MID-CONTINENT

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Slow Down To Speed UP

by Josh Rittenberry



The Hawkeye State is dotted with dozens of aerial application operations; more so when the corn fungicide season is at its peak. Like many of these operations, Stott's Aerial Spray didn't appear from nowhere; it's a family-run operation that has been carried forward for generations.

Jerry Stott established Stott's Aerial Spray in 1980, getting business done as a one man show with an A9 Callair.

"Dad got into the business like I did when his dad, my grandpa, was an Ag Pilot in Montana. He grew up in the industry much like me", says Ryan Stott.

Today the operation's CEO Jerry Stott oversees operations from the ground while son Ryan does duty as chief pilot of the company's Air Tractor Fleet.

Flying has always been a passion for Ryan, but he did not slide directly into the operation. Instead, he enlisted in the United States Air Force after high school, where he served our country as an F-16 crew chief.

“Top Gun was my favorite movie growing up. I always wanted to be a fighter pilot. It wasn’t until later that I realized I wanted to fly ag and follow in my dad’s and grandpa’s footsteps.”

Ryan left the active duty Air Force and joined the Air National Guard in Des Moines as an F-16 crew chief and pilot. Later, with the Des Moines base losing jets and moving toward unmanned operations, Ryan transferred to the Air National Guard base in South Dakota.



“I knew I wanted to get into the family business and start flying ag. With jets leaving Des Moines and me transitioning to the South Dakota Air National Guard as a part-time F-16 pilot, it was a really good time to get motivated to start learning the ag business.”



After completing ag training in 2013, Ryan took off with the family business and hasn’t looked back.

Today the operation consists of Jerry and Ryan Stott, pilots Brock and Brian Chisum, and multiple ground and support crew who keep the operation humming during the busy season.

Family run businesses have their strengths, but relationships can also be complex. Fortunately, Ryan says he and his dad have always gotten along

well, and he’s learned a lot from him over the years.

“Working with family, there can be some fireworks, but there cannot be a family business without that.”

Ryan is married to wife Sarah, a teacher for the Greene County School District. Together they share two children: 9-year-old Rowen and 7-year-old Winnie. Ryan also has two stepsons: Gage, 21; and Rafe, 15.

Evolving with current technology is a priority for Stott’s Aerial Spray. Ryan believes that in order for businesses to stay relevant, they must keep up with the latest ag practices and be ready to provide the most efficient and productive applications for local growers.

Running parallel to that evolution, safety is always at the forefront.

“Slow down to speed up, I say a lot. When you get into a rush or hurry, bad things happen. I have taken a great deal of my military training and incorporated it into ag flying. Safety is everyone’s



job. If you feel uneasy or if something looks dangerous, speak up!”



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Congratulations to Laurie Curtis on her promotion to Mid-Continent Corporate Treasurer. This latest accomplishment is a testament to Laurie's already vital role in our company.



On October 8 Tanner Cobb safely logged his first solo flight on his way to earning his Private Pilot's License.



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1996 AIR TRACTOR AT-402B N60998

7,166 A/F TT, 10253 Engine TT, 680 HP, Load Hawg, Heat & A/C, Comm Radio Hand Held, 1034 Hrs Left Before Wing Spar Due, Light Star SatLoc, Bottom Load Fuel, Boom w/ CP03 Nozzles



2009 AIR TRACTOR AT- 602 N602MW

5,175.7 A/F TT, 5175.7 TT Engine, No Damage, 2970.5 TT Landing Gear,

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1938 BOEING STEARMAN A75 N1 N54284

6,080.7 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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**1973 CESSNA 172M
N328DD**

5,267 A/F TT, 700 TSMOH, 52 Gal Fuel Tanks, Lycoming O-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

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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

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**1966 PIPER PAWNEE
N4484Y**

3,513 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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**1981 CESSNA A185F
N61955**

7,300 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 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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**1978 PIPER PAWNEE
BRAVE
N3787E**

4,559 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

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1974 CESSNA 150

N3011V

5,470 A/F TT, 2,100 SMOH,
Continental 0200A, Cessna
MX300 Nav/Com, Narco AT-50
Transponder w/Encoder, Two-
Place Intercom, Spin On Oil
Filter, Brackett Air Filter, Auto
Gas STC, Nice Pain

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