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MID-CONTINENT

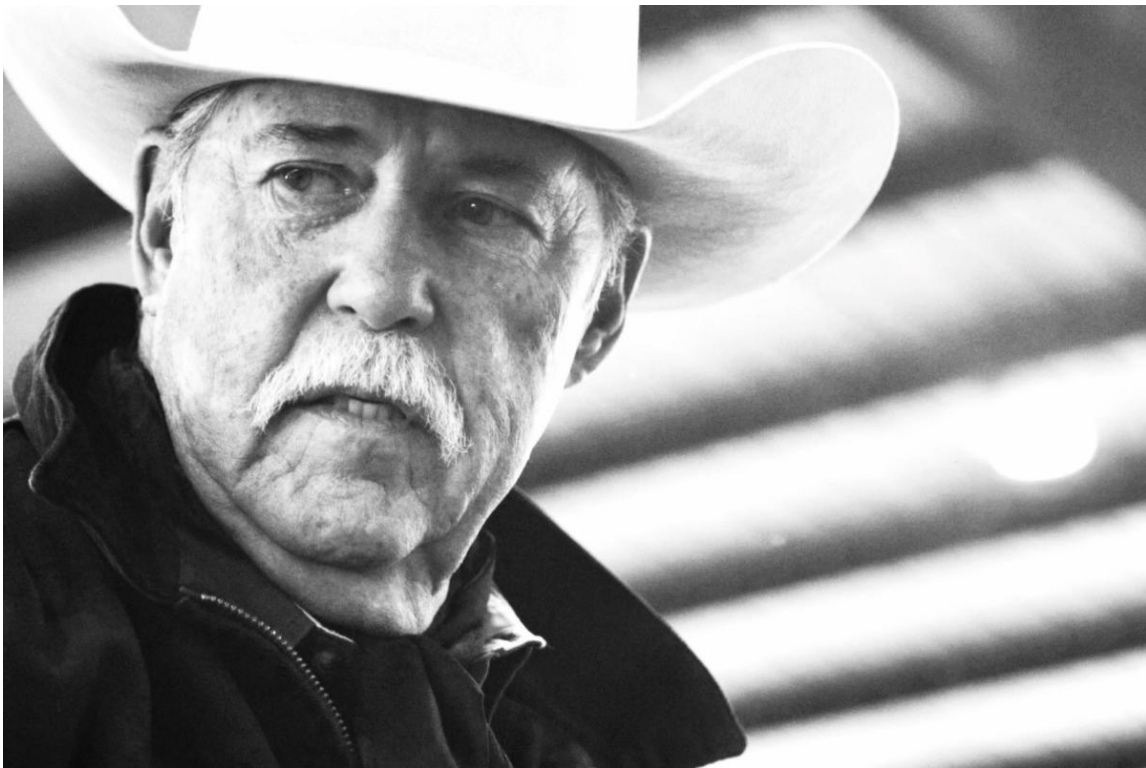
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More Than Just The Airplane Man

by Josh Rittenberry



Sitting down for an interview for this article, I was struck by the mementos and memorabilia in Danny Helms' office. As it turns out, they serve as clues to some of his lifelong passions: airplanes, music, medicine, and horses. So as you will find out, Danny Helms is more than just "Dan-Dan The Airplane Man."

Many of you who have ever called Mid-Continent shopping for an airplane or had an airplane for sale have heard from Danny Helms. He was born and raised in the small east-central

Arkansas community of Marianna. At one time, he and Dennie Stokes were actually in the same school system together. In the mid 1960s Danny was introduced to aviation in the form of an old Stearman owned and operated by Emil Medley of Medley Flying Service. Mr. Medley used his grit and influence to encourage Danny to take an interest in

flying.

From then on, Danny harnessed his love of aviation into a solid career, earning every pilot rating under the sun. He has flown commercial jets and instructed and mentored so many pilots he's lost count, including his beloved late son, J.C. Helms, a former aircraft salesman at Mid-Continent.

In 1976 Danny opened his own aircraft sales office in Jonesboro, Arkansas, Danny Helms Aircraft Sales, and later Tampa Bay Aircraft Sales in Florida.



"When I saw what Dick Reade did with a Stearman, I knew I had to get into aircraft sale," Danny recalls.



After another chance encounter with Dick Reade later in his career, Danny took a position as an aircraft salesman here at Mid-Continent in 2006.

The longer you work with Danny, the better understanding you have of his love of music. He grew up as kid bagging groceries but traded that job making 50 cents an hour for his first job playing bass guitar at the age of 13, earning \$50 a gig.

"There was never a time when I didn't fly or play music."

There were moments in his life, however, when flying and music intersected. Danny's

humble nature does not allow us to mention the Sun Records recording artists for which he played bass or any of the famous acts he flew in his days as a commercial pilot, but I can tell you none of them were strangers to the Billboard Hot 100.

While airplanes and music have always remained part of him, working with him you are surprised to learn about another passion, medicine, for which Danny can also be called Dr. Helms. It was the 1990s and Danny was looking for a change. After witnessing the devastating effects of cancer on some close friends, Danny put himself through medical school, graduating in 1995 with a degree in Naturopathic Medicine and earning a Doctorate of Oriental Medicine after completing a residency at Beatty Medical Clinic in Tulsa, OK.

With so many accomplishments, one would think that Dr. Danny could rest on well-deserved laurels, but his wife Nancy, his most important passion with whom he has been for 30 years, keeps him busy on the family's "Back 40 Ranch", training cutting horses and ranch horses, or as Danny describes it, "being a crash test dummy at the family ranch." Horses are so much a part of family life, Danny's granddaughter Timber

Allenbrand competes on the Professional Rodeo Cowboys Association circuit as a roper and barrel racer.

A man filled with endless stories and adventures, Danny Helms shows no signs of slowing down. When anyone suggests it, he quickly remembers what he told a fellow resident in the med school days who asked what he was doing thumbing through a thick medical book: "If you ain't learning you're dying."



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Our company boasts great people with a wide range of talents. In that spirit, we

congratulate our own Chris Cobb and Julie Coppage of Coppage Farm Service for winning the mixed doubles gold medal at the Cape Girardeau Pickleball Classic. Mrs. Coppage also secured a bronze in the women's doubles competition.

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Stinson Club Convention

Josh Rittenberry and Heather Riggs had the pleasure of participating in a virtual presentation before the International Stinson Club Convention. The pair took questions from the audience and also explained the complexities of today's aviation insurance market.



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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



2009 AIR TRACTOR AT- 602 N602MW

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



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

Hrs Left Before Wing Spar Due,
Light Star SatLoc, Bottom Load
Fuel, Boom w/ CP03 Nozzles

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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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**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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**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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**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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**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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**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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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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