

FEBRUARY | 2023

MID-CONTINENT

Aircraft Corporation



Aircraft Sales • Insurance • Parts • Maintenance & Satloc

Never Look Back

By Josh Rittenberry



Decisions. They are the cobblestones that pave the avenue of our lives. They dictate whether our fortunes are good or bad. They are the lasting impressions that can define our very identity.

Fresh from high school, Ed Huddleston was faced with an important decision. It was 1965, and the United States had escalated its military involvement in South Vietnam. It was the beginning of a three-year campaign of sustained bombing of targets in North Vietnam by President Lyndon Johnson. Ed wanted to join the warrant officer program, whose pilots flew missions above the jungles and rice paddies above the war-torn region of Southeast Asia. But Ed's entrance to the program was denied because he wore glasses.

As one door shut, another opened with the opportunity for Ed to go to work for the oldest crop dusting company in Vincennes, Indiana: Ueding Flying Service.

"Bob Ueding and Dick Reade were best friends when Dick started Mid-Continent in 1949," Ed recalls.

While working for the flying service, Ed enrolled in college and received his Associates Degree and A&P



Certificate. As if he wasn't busy enough, Ed also used this time to get all his flight ratings: commercial, instrument, CFI.

"While working for Ueding, I had the chance to fly a 450 Stearman and Piper Pawnees. That's when I got the itch for ag aviation and decided that's the direction I wanted to go."



After running the shop for Ueding Flying Service as a repair station for Midwest Pawnee Center, Ed struck out on his own and established Ed-Air in 1971.

The new operation began humbly with a two-man crew: Ed and one loader. But in the more than 50 years since, the operation has expanded to include five full time pilots and four full time loaders. Presently, Ed-Air operates six ag airplanes. Including those ag planes, Ed owns an impressive collection of 16 different types of aircraft.

Ed has been married to wife Lisa for 23 years. Together they share three children: Eddie, LaRhonda, and Rudy. In addition, they dote on 11 grandchildren and nine great-grandchildren.

Like many operations, family ties form the foundation of a successful business. Fortunately for Ed, his son Eddie decided to follow in his footsteps and helps run Ed-Air.

While much has changed in the aerial application industry since Ed-Air began operating, Ed sees more change on the horizon involving UAVs, but he is confident there will always be a place for manned aircraft.



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Another happy customer from the great white north. Jeff and Justin Farr, father-son operators of Farr Air in Saskatchewan, Canada, picked up their brand new 710P Thrush sold by Mid-Continent at the Thrush factory in Albany, Georgia.

2023 Southeast Aero Cultural Fair

Nashville, Tennessee



We're headed southeast! If you're at the Southeast Aero Cultural Fair in Nashville February 6-8, stop by our booth and say hi to Stan Hunter and Heather Riggs.



Make our parts department an offer on this hidden gem.

Softie C-9 Parachute 28ft. Gently used, never pulled.

Retail value new \$3,000.

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2023 Tri-State Aerial Applicators Convention
Deadwood, South Dakota



In February, the convention season takes us north. Our own Stan Hunter and Lisa Curtis are slated to represent us well at the 2023 Tri-State Aerial Applicators Convention in Deadwood, South Dakota, February 14-15.



2004 FREIGHTLINER BELTVEYOR LOAD TRUCK

800 Gal Fuel Tank
Engine Driven Hydraulic Pump
Hopper scales
Tarp

Familiar Faces



We were treated to a visit by two familiar faces: long-time customer Kile Haas and our former 1946 T-6, of which Kile has recently completed a full restoration. With new paint, decals, parts, and interior, the old bird is certainly in good hands now.

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- STC'd for THRUSH & AIR TRACTOR
- Our patented Load Hawk is a safer, more efficient option for loading dry materials into an aircraft hopper
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Cape Air Charter Visit

Mid-Continent Aircraft representatives recently paid a visit to long-time customer Cape Air Charter, a full service charter company equipped with a Cessna Citation and two Pilatus PC12s. In addition, Cape Air Charter operates a rental and instruction business with two Cessna 172s.

Pictured L-R: Stan Hunter, Cape Air Charter Instructor Chris Francis, Cape Air Charter Owner Bill Beard, and Josh Rittenberry



2005 International Durastar 4300

Automatic Allison
DT 466
All stainless
Foldover
900 gallon fuel
Agrotane tank
Chain drive
Hydraulic fuel w/ hose reel

Convention Season



The convention season is in full swing and our crew has travelled the country to see many of you at your state association meetings. Thank you all, once again, for your confidence in us and your loyal business.



**Order your new 2023
510P, 510P2, 510P2+ or 710P Turbine Thrush today!**



1994 Freightliner

3,800 Gallon Stainless Steel Water Tank and
1000-1250 Fuel Tank. Runs and Shifts Great.

AIRCRAFT INVENTORY



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,



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



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

Light Star SatLoc, Bottom Load
Fuel, Boom w/ CP03 Nozzles

[More Info](#)



**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

[More Info](#)

Left on Wing Spars

[More info](#)



**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.

[More Info](#)

Filter Smoker, Speed Ring, 46
Gal Fuel, Redline Brakes,
Garmin GDL 82 ADSB-Out

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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

[More info](#)



**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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Aircraft Corporation



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DENNIE STOKES, Co-Owner

STAN HUNTER, Aircraft Sales

DANNY HELMS, Aircraft Sales

CHRIS PATTERSON, GPS Sales/Service

JOE RISNER, Dir. of Maintenance

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 capability, MID-CONTINENT has and will continue to cover the world.

Mid-Continent Aircraft | 1601 East Highway 84, Hayti, MO 63851

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