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The Pleasure of Precision

By Josh Rittenberry



A wise writer once said, "Precision is, after all, not only a form of responsibility and a kind of pleasure, but an instrument of compassion. To be precise requires care, time, and attention."

Ever since Keenan Carlisle's father, Kenny "Big Daddy" Carlisle planted his first crop in 1958 alongside his father-in-law in the lowlands of Southeast Missouri, the Carlisle family has been firmly rooted in agriculture.

It was only in 2016 that this agriculture-centric family added aerial application to their growing portfolio when the Carlisle family became involved with Precision Ag Aviation as day-to-day managers of the operation.

"It was a full circle moment for me," recalls Keenan. "My friend, Rick McCord, approached me and asked if I would be interested in meeting with a group of investors about managing their flying service. I told him no the first time, but after Rick's persistence and praying really hard about it with

my wife and family, I made the decision to meet them. It's full circle because Rick started flying for my father in 1978, so I've been around the business and have known Rick for many years."

After four years of successful growth, the Carlisle family had an opportunity to purchase Precision Ag Aviation from the group of investors who had owned it.

"In the winter of 2019, we began the purchase of Precision Ag. We took over full ownership in the spring of 2020 with the combined effort of my wife Debbie, my son Kyle and his wife Jessica, my daughter Chelsea and her husband Jordan," Keenan explains.

When the family took control of operations, they had already traded two older model 510 Thrush aircraft and replaced them with two AT802s. Today, the operation continues to run two AT802s, which service a wide swath of land that includes all of Southeast Missouri and parts of Western Kentucky.



Precision Ag Aviation treats all types of crops typical to the area. They provide services from pre-planting to defoliating just before harvest, then burning down and later fertilizing.

“None of this could happen without our awesome team of pilots, ground crew, and personnel in the office!” Keenan declares.

Not unlike many aerial application operations, Precision Ag Aviation has a foundation built on the strong familial bonds.

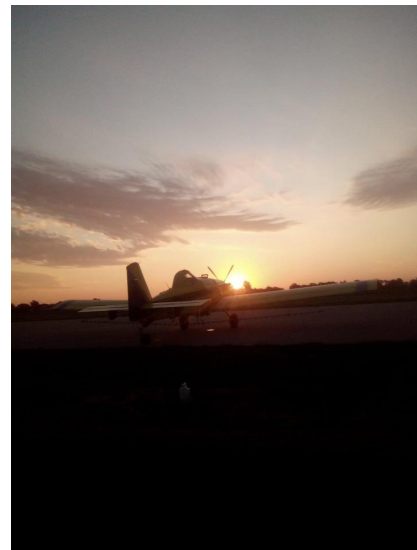
“I’m blessed by God to have a great family,” Keenan says proudly. “We are healthy and happy, and that matters the most to me. Kyle and his wife Jessica have three children: 17-year-old son Kadin, 15-year-old daughter Peyton, and 7-year-old son Liam. Chelsea and Jordan have 14-year-old son Kolby, 8-year-old daughter Presley, and 10-month-old daughter Josie.”

When not working, family time is obviously a priority to Keenan, but he also likes to make time in the winter for deer hunting, which is when he says he does some of his best thinking.

Thinking about the state of the aerial application industry, Keenan sees that as the farmers are getting bigger, the timely applications are becoming more important, and therefore the margins get tighter. So ultimately, traditional manned aerial applicators will be needed for a long time into the future.

Keenan believes, like many, that all of the opportunities encountered in life don’t always come by pure happenstance.

“With God, there’s always an appointed time for things, and when you put Him first, trust in His timing, and keep the faith, miracles happen!”





The weather was perfect for the April 8 solar eclipse. The Mid-Continent crew all stepped outside to enjoy it.



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*Follow standard operating procedures when using tools and equipment such as dual action sanders, stand/lift platforms and paint sprayers. Properly care for and maintain shop equipment and tools.

*Follow standard operating procedures when using sealants, paint strippers and corrosion-preventive chemicals and use protective equipment as required.

*Comply with safety rules and procedures and be alert for unsafe conditions. Address unsafe conditions before putting people or property at risk.

*Maintains a clean work environment tooling and equipment. Stripe, registration and logo layout and application from drawings and prints.

*Stores, handles, uses, and disposes of hazardous chemicals in accordance with Federal, State, and Local Environmental Protection Laws.

*Read, write and understand English (US) and Math.

Company Information

Mid-Continent first began serving aerial application to farmers and ranchers in the U.S. and Canada. Over the years with our professional service we were able to evolve into a multi-faceted corporation serving both general and agricultural aviation. Mid-Continent is involved in aircraft maintenance, aircraft sales, aviation insurance, aircraft parts, and of course we are still providing aerial application services to the growers, large paper companies along with various government agencies. Our seal of quality says it all, make Mid-Continent your one and only stop! For more information please go to www.midcont.net

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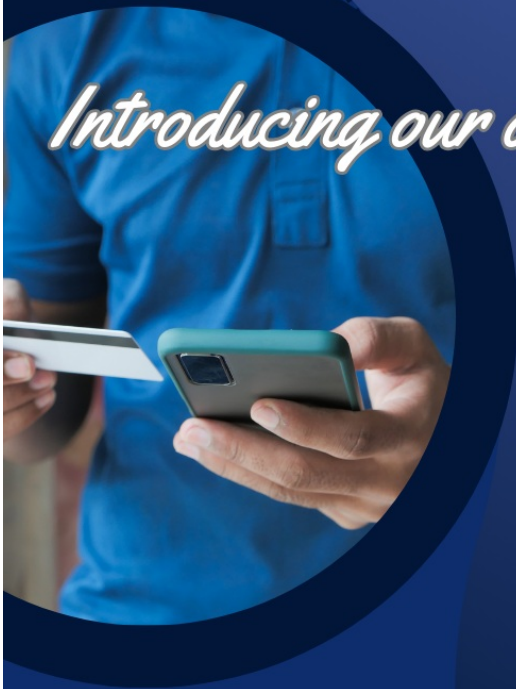
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Mid-Continent founder Dick Reade (left) stands next to a Stearman with spray booms used for aerial application. If you know the other pilot in the photo, contact news@midcont.com.

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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

[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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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

[More Info](#)



1976 PIPER PAWNEE N312MM

6,067 A/F TT, Lycoming O-540-132C5, 9,335.48 TTE, 540.0 TSMOS, Salto Lite Star 3 Boom, CP-3 Nozzle



1976 PIPER PAWNEE N312MM

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



1992 AYRES S2R-G6 N53105U

Airframe no prop, no engine, MVP-50, Glass Panel, Vortex Generators, 24 Volt, Freon A/C, Aileron Servo, Reabe Hopper Level Indicator, Fabric Tail

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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,
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LISA CURTIS
Insurance



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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.

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.

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