

AUGUST | 2024



Aircraft Sales • Insurance • Parts • Maintenance & Satloc

A Journey to True North

by JOSH RITTENBERRY



Darren Pleasance is an author, keynote speaker, and business luminary who has shaped the success of some of the world's most iconic companies. But he was once a 12-year-old boy who stumbled upon a passion for aviation in the most unlikely of places.

"I ran into an older gentleman at a local park one day," Darren recalls. "He was flying a radio-controlled model airplane and invited me to start building models with him every day after school. He also turned out to be a licensed pilot, so he took me for a ride which got me super intrigued



about aviation.”

Darren completed his initial training in an Aeronca 7AC Champ owned by a local pilot who was willing to allow Darren to fly in exchange for helping him to maintain it.

“Several other pilots at the airport were flight instructors, and they volunteered to teach me given how much enthusiasm and commitment I had to spending every day after school at the airport. As such, much of my early days of flying were paid for through sweat equity rather than having to have actual money to pay for anything.”

Before Darren knew it, he had zipped through training, soloing at 16 before becoming a Commercial and Instrument-rated pilot, and finally a Certified Flight Instructor, all by the age of 18.

“All of those ratings got me into flying a lot of different planes, including being asked to be a second-in-command in a Cessna Citation C500. Shortly afterward, John Travolta called the local FBO in Santa Barbara, California, looking for a co-pilot for his Hawker HS125 jet for regular trips back to New York. He ended up hiring me, and I flew for him over the course of the following year.”



Darren’s dream to make aviation his career took a detour in adulthood after his airline aspirations never materialized due to a constant flux and bankruptcies in the airline industry. Undeterred, he enrolled in business school to bide his time, hoping his prospects in the aviation industry would improve, though he soon discovered another intriguing career path in the world of management consulting.

After taking a position with McKinsey & Company, a prestigious management consulting firm, Darren took into account the many people who excelled in their fields and should have been happy with their lives, but weren’t.

“I contrasted that with my life experience that I felt had been incredibly inspiring and fulfilling, and I had observed many others who were leading amazing lives, and it made me wonder what it was about those people who manage to construct a life that keeps them energized and inspired throughout their lives. I started paying a lot of attention to this over the subsequent 20 years, and the culmination of the learnings during that time is what led me to want to capture that in the form of a book.”

In, “True North: A Handbook for Inspired Living”, Darren delves into what it means to find personal fulfillment, breaking free from other’s expectations, and how to know when we have “enough”.

His richly layered insight has also made Darren a sought-after public speaker to business leaders, students, parents, and

individuals who are looking to change their lives through Darren's transformative advice to enact positive change.

Currently the lead of Cisco's Acceleration Center, which drives business transformation and cross-functional initiatives, Darren's career also includes a groundbreaking stint at Google where he was the lead of Global Customer Acquisitions.



Darren, who holds a Bachelor of Science degree in Mechanical Engineering from the University of California-Santa Barbara and an MBA from UCLA Anderson School of Management, is supported by his wife Lisa, a passionate equestrian, and two grown children, Chris, an active outdoorsman, and Lauren, a college student studying veterinary medicine. The family found roots in the Bay Area of California, but they journeyed north to Bend, Oregon, a picturesque ski community which fit their needs as an avid outdoors family. Darren commutes from Bend to his job at Cisco in the Bay Area each week in his Piper Meridian.

In addition to the Meridian, Darren is the proud owner of a Vans RV-6, and has flown more than 50 types of aircraft in his lifetime, an experience that includes time as an aerobatic competitor, Alaska bush pilot, vintage warbird pilot, and flight instructor.

"I believe the only three things we can really control in terms of shaping our lives are: the skills we build, the relationships we cultivate, and the attitude we bring. All three of these areas are completely in our control, and they each play a key role in the journey our lives take."

Copies of "True North" by Darren Pleasance can be ordered at:

DarrenPleasance.com or Amazon.com

Air-to-Air Frequencies

by National Agricultural Aviation Association

The National Agricultural Aviation Association has worked to secure permission from the FAA to use frequency 122.925 for radio communications between agricultural aircraft.

This frequency is currently assigned to forestry management and fire suppression, fish and game management and protection, and environmental monitoring and protection. FAA's decision means ag aviators can now use it as well. FAA indicated the use of 122.925 "may be encouraged to enhance the situational awareness and safety of the participating [ag aviation] operators and others who choose to monitor/use the frequency."



NAAA has been working on this issue with the FAA well before the season began in earnest. The frequency 122.925 was

selected by both NAAA and FAA representatives as the best option for designating a radio frequency that could be used nationwide for ag aircraft communications. FAA personnel worked with their Air Traffic Organization to investigate if this would be possible and recently received word that ag aviation's use of this frequency was acceptable.

When using 122.925 to communicate with other agricultural aircraft in your working area, please be respectful in how you use it. Report safety related information only, such as location; do not transmit any unnecessary information. Remember that this frequency is also used for firefighting, so proper radio etiquette must be maintained.

All ag aviators are strongly encouraged to begin using 122.925 for communicating with each other immediately. With three mid-air collisions so far in 2024, it is imperative that we do everything possible to make sure all ag aircraft know the location of other ag aircraft working in the area, said the NAAAS. Radio communications, ADS-B, and situation awareness are all important to ensure there are no mid-air collisions in 2024 and beyond.

NAAA will also begin the process to petition the FCC to officially list "agricultural aircraft operations" as an additional designated use for 122.925 in table 4-1-2 in FAA's Aeronautical Information Manual. NAAA has been advised this process will be lengthy and complicated. NAAA's undertaking of this effort does not change the fact that 122.925 is now available per FAA's facilitation for ag aviation communications.



Koren Young Earns Agent's License

Join us in congratulating Koren Young for earning her agent's license! There are now two licensed agents in our Louisiana insurance branch to serve you.



WE ARE

HIRING



JOIN OUR TEAM NOW!



We Are Looking For

AIRCRAFT PAINTER

Requirements

- ✓ Painting Experience Preferred
- ✓ Experience in restoration and finishing work
- ✓ Must be willing to work overtime
- ✓ Must provide your own tools

Benefits

- Competitive pay
- 100% employer-paid health insurance
- 401k
- Paid holidays, vacation, sick time

Interested parties should provide completed application and current resume.

For more information contact
Joe Risner - Director of Maintenance
1-800-325-0885 | joe@midcont.com



MIDCONTINENT 
Aircraft Corporation



Summary

*Safely perform aircraft preparation, painting, and detailing of aircraft under minimal supervision. Coordinate with supervision and Inspection to ensure compliance with internal and FAA paperwork, sign-offs and quality specifications.

*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



In Memorium

It is with great sadness that we share the news of the passing of Laura Terrett after a brief battle with cancer. Laura was a loyal and dedicated member of the Mid-Continent family for 32 years. As a reliable presence on our insurance team, Laura's infectious joyful personality saw her develop unwavering bonds with clients and co-workers that lasted decades. Laura will be deeply missed by all who were fortunate to know and love her.

Introducing our online payment portal



- \$5 ACH fee
- 3.19% credit card fee
- Insurance clients only

Follow this link to pay online

anytime.anddone.com/#/midcontinentaircraft

MIDCONTINENT 
Aircraft Corporation



Congratulations to Billy Stanley, owner and operator of Poorboy Flying Service in Bay, Arkansas, for the purchase of a brand-new 510 P2 Turbine Thrush. Pictured (left to right) are Chris Cobb, Billy Stanley, Travis Worthington, Alex Belcher and Greg Stokes. Blue skies and tailwinds!

**AVAILABLE
NOW**



2024 710P DUAL COCKPIT

800-325-0885 | www.midcont.com

MIDCONTINENT 
Aircraft Corporation

MIDCONTINENT 
SINCE 1949



Are you looking for an insurance agency that is **LARGE ENOUGH** to deliver sophisticated and quality service, yet still **DEDICATED** to providing a caring and personalized connection with your best interest at heart?

Contact us at **800-325-0885** for any and all of your aviation insurance needs.

[Learn More](#)

Mid-Continent Insurance Division
Now Licensed To Provide Pilot Life & Health Insurance



2024 510 P2

800-325-0885 | www.midcont.com

MIDCONTINENT 
Aircraft Corporation



**Order your new 2024
510P, 510P2, 510P2+ or 710P Turbine Thrush!
AVAILABLE NOW!**



1953 Cessna 180

4100TT
780 SMOH
Ffresh Annual

\$125,000



1994 Freightliner

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

AIRCRAFT INVENTORY



2023 THRUSH 510P2 N702MC

120 A/F TT, Smoker, Leading Edge Lights, Micro VGs, Falcon GPS, Intelliflow, Side Load Fuel, Garmin GTX 327, Garmin GMA340, Garmin GTR 225

[More Info](#)



2024 THRUSH S2R-660 N660MC

Hatfield Single Point Fuel, Hopper Rinse

[More Info](#)



2022 THRUSH S2R-T660 N710NW

Dual Cockpit/Single Control, Single Point Fuel, MVP-50T, A/C & Heat, Garmin G5, 3-inch Side Load System, 2-inch Spray System, Streamlined Aluminum Booms, Hopper Rinse System, HSBO Half Boom Shut Off/RBSO, GTX-327 w/ GDL82 (ADS-B Out), GTR 225, Large Lane Brake, 6 Blade Fans, CP-11 TT Nozzles, K10-65P1 AFS Check Valves, CP-06 Swivel Night Working Lights & Taxi, Leading Edge Lights, Smoker, Reabe Hopper Gauge, Aglaser Altimeter, Transland Spreader, LAD Valve Dry Brake, SS Steps, Fast Start, Tinted Windows, USB Charge Point, Move Hopper Rinse Fill, Cascade Pressure Cowl

[More Info](#)



2021 THRUSH S2R-T660 N701NW

1,439 A/F TT, AG Pilot X GPS, AG Laser Altimeter, CP11 Nozzles, Lane Brake and Fan, Stainless Steps, AFS Check Valves, Fast Start, Garmin Comm Radio, AFS Booms, Reabe Hopper Gauge, Garmin Transponder, ADS-B Out, Swathmaster Spreader

[More Info](#)



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](#)



1953 BEECHCRAFT T34 MENTOR N234TU

7890 A/F TT, 996 TSMOH, King KMA 24 Audio Panel w/ Markers, Garmin GNC 250XL GPS/COM, King 155 Nav Com, Glid Slope, Garmin G-5, Garmin GTX335 Transponder, Garmin GTX335 ADSB-Out, Garmin 660 Panel Mounted GPS, Typical Military Tandem Seating w/ Shoulder Harness and Lap Belts

[More Info](#)



**1980 CESSNA T188C
N9998J**

6,270 A/F TT, Continental T510-520-T, 310 HP, 1,476 TT Engine, New Lord Engine Mounts, New Mitchell Tachometer, Smoker, VG, New 22x8-6 Ply Ma Tires, New LH Brake Disc, Hydraulic Manuel Spray System w/ Boom

[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

[More Info](#)



**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](#)



**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

[More Info](#)





August 4
JOE RISNER
Maintenance (MO)

August 19
GERARD GUIDRY
Parts (LA)



Follow us on
Instagram

Mid-Continent Aircraft Corp



FULL SERVICE MAINTENANCE CENTER

- Airframe
- Turbine Engine
- Modifications
- Line Services
- Paint
- Extensive Variety of Aircraft Parts

[Learn More](#)



GE Aviation

Service Center



Thrush Dealer
United States, Canada, Mexico

TURBINE AIRCRAFT
Taking orders for 710 Thrush
w/ -65 or -67

Rugged Construction
Proven Productivity



DISTRIBUTOR
Cascade Pressure Cowl
Air Tractor • Thrush
Saves Fuel, Runs Cooler
Call for Quote

Call 573-359-0500 • 800-325-0885



**SATLOC Level III
Service Center**

SATLOC SYSTEMS

NEW OR USED

Full in house repairs & updates

Solid Green Lightbar Upgrade now available.

Transland's #1 Dealer



STC'd for Thrush & Air Tractor

Efficient & Safe, mechanical loading of solids.
Makes solid work easier!

NOW APPROVED FOR



CONTACT US

573-359-0500 • 800-325-0885

SALES

PARTS

INSURANCE

MAINTENANCE

CHRIS COBB, Co-Owner

DENNIE STOKES, Co-Owner

STAN HUNTER, Aircraft Sales

DANNY HELMS, Aircraft Sales

CHRIS PATTERSON, GPS Sales/Service

JOE RISNER, Dir. of Maintenance



FOUNDED BY RICHARD "DICK" READE

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 US

[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)



Try email marketing for free today!