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Living (and Working) On the Edge

by JOSH RITTENBERRY



The town of Moberly is surrounded by the karst landscape of central Missouri. Caves, sinkholes, and underground streams abound in an area wrapped with the entirety of the Show-Me State, nowhere near the edge of anything. But it is from this landscape that Wren Johannaber has thrived by living and working on the edge.

Like many pilots, Wren's interest in aviation began when he was 10 years old. A family friend in the small town of Paris, Missouri gave the youngster a ride in his Cessna 150, and from that moment on, he knew flying was what he wanted to do with his life.

"As time passed and I got older," Wren recalled. "I planned to become a welder and looked into training at Linn State Technical College. While touring the campus with my parents, I happened to see the aviation maintenance program, and that changed everything. Knowing my natural ability with mechanics, I realized aviation would be a much more exciting and fulfilling path for



me. That moment set me on the course that has led me to where I am today.”



After graduating college in 2014, Wren scraped together enough money for a loan that would buy him a small maintenance shop. Edge Aviation was born. He performed routine maintenance and annual inspections. A few years later, he earned his inspector’s authorization. It was then that he got an opportunity to do some work on a local

operator’s Air Tractor 400 and a couple of Piper Pawnees. The following year, he joined the ground crew at that operation, which gave him valuable hands-on experience.

“While working on the ground crew, I continued to build flight time in my Cherokee 140 and was able to get my commercial license the following season. I trained in a Pawnee for the next three years before taking the leap to start my own ag operation with the purchase of an AT402.”

With resources slim in the beginning, Edge Aviation was just a one-man operation, but now Wren is able to hire seasonal employees along with his full-time right hand man, Skyler Frazer, who started as part-time help when he was 16. After obtaining his A&P license, Skyler has grown with Edge Aviation, and this past year purchased an Ag Cat with the hopes of continuing to build the aerial application arm of the operation.

In addition to ag operations, Wren is still heavily involved in aircraft maintenance. General maintenance and inspections primarily serve to support their operations, ensuring that their aircraft, and those of their clients, are in top condition for aerial application and other services.



Wren is married to Hannah, his wife of seven years. Aviation is intertwined in the couple’s history together. Hannah was Wren’s first passenger when he got is private certificate. When they married in 2017, their wedding reception took place at the Moberly Airport before they flew away for their honeymoon in Wren’s Cherokee 140. Together they share two daughters—Sage (4) and Ava Wren (2)—and in October the family is expecting a third bundle of joy.

“Hannah’s support has always encouraged me to keep pushing forward, even when it would have made more sense to take a regular job. Over time, we’ve grown together and now share a vision for the future of Edge Aviation.”

Wren and Hannah are eager to share aviation experience with their children. The flexibility of the off-season allows Wren to be present with them in ways he wouldn’t otherwise be able to do with a standard 9-5 job.

“We enjoy taking little trips when works slows down and hosting hangar BBQs with family and friends. Nothing makes me prouder than hearing my wife say that whenever our girls see a yellow plane, they point, cheer, and proudly tell anyone who will listen, “That’s my daddy!”

“The demand for aerial application isn’t going away,” Wren said when asked of the future of the industry. “As farms expand and growers look for more precise application methods, ag pilots will continue to play a crucial role in agriculture.”

For his part, Wren continues to nurture the future of ag aviation by inspiring and mentoring new ag pilots while working to shine the best and brightest light possible on the

industry. Of his daily motivation he looks to *Isaiah 40:31* for encouragement: "But those who hope in the Lord will renew their strength. They will soar on wings like eagles; they will run and not grow weary, they will walk and not be faint."

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Congratulations to Corey Seckerson of Sky Force Travel, LLC in Jamestown, ND for the purchase of his 2011 Turbine Thrush. Best wishes for a safe and prosperous season! (Pictured left to right are Stan Hunter, Shawn Seckerson, Tia, Corey Seckerson, Josh Rittenberry)

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Congratulations to Tanner Cobb for earning his Private Pilot's License! Pictured with Tanner is his CFI Stan Hunter.

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For more information contact
Tom Russell - Director of Maintenance
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Summary:

*Job Description: Aircraft Painter (Primary) / Mechanic

*Type of aircraft: Agricultural & General Aviation

*Longevity: Depends on work quality and productivity - Indefinite

*Type of work environment: Paint Shop / Hanger

*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.

Job Requirements:

*Shift Requirements: 1st Shift

*Tools required: Yes

*License requirements: N/A

*Specific experience required: Not a must but experience in restoration and finishing work a plus

*Must be willing to work Overtime

*MUST BE A U.S PERSON (Citizen or Perm. Resident)

*Conformance with the appearance standards and dress code: as required

*Relocation: N/A

*Travel: As Required

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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1964 CESSNA 172/180 CONVERSION N7834U

5499.15 A/F TT, 624 SMOH,
Bush Stol Kit, Flap gap seals,



2025 THRUSH 510P2 N626MC

NEW, Leading Edge Lights,
Smoker, Leading Edge Armor



2019 THRUSH S2R-T660 N5119C

1771.59 A/F TT, 1,350 HP,
Falcon GPS/Flow Control, Reabe
Hopper Quantity Spray Boom

AVCOM Lycoming 180 HP
Engine Conversion, Grime
Strobe, Flasing Tail Beacon,
Vertical Card Compass, Landing
& Taxi Lights, Pilot and Co-Pilot
Articulating Seats, Narco MK 12
D Nav/Com, Narco AT-150
Transponder and Encoder, Two-
Place Intercom, Garmin 560 GPS

[More Info](#)



2012 AIR TRACTOR AT-402B N402Z

4,602.3 A/F TT, 4,602.3 TT
Engine, 750 HP, Smoker, Bottom
Load Fuel, Bantam w/ Intelliflow,
Nav Lights & Strobe, Garmin
Comm, Garmin TXP, Garmin
Audio Panel, Nose Lights, AC &
Heat, 4 Bladed Pump,
Windshield Wiper & Washer



2011 THRUSH S2R-T34 N7005B

6707.04 A/F TT, 750 HP, MVP-
50T, Cascade Inlet, Aero LED
Lights, Compro-Smoker, Vortex
Generators, Single Point Fuel,
Hemisphere GPS Bantam, Load
Hawk, Intelliflow, Custom CK-
AG-51 Battery Kit

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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

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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

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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](#)



2022 THRUSH S2R-T660 N710NW

Duel 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](#)



**2023 THRUSH S2R-T660
N2427C**

696 A/F TT, Dual Cockpit w/Seat, Hopper Rinse, Leading Edge Lights, 7.5" Electrical Gate, Reabe Hopper Packer, Level Indicator, Smoker, Lane Electrical Brake, Kayak Throttle Quadrant, Falcon Satlock, Radio-Parr-200 Com, Garmin G-5 Attitude Indicator, Smoker, CP-11 Nozzles, Intelliflow, Bottom Load Fuel, Spreader, Garmin-3325, Transponder with ADS-B Out



**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](#)



**1972 CESSNA A188B
N21673**

5648.8 A/F TT, 285 HP Continental, 3825.3 TT, 1003.6 TT STO, 1226.3 SMOH, 1069.4 SNEW Hartzell 3-Blade Prop, Garmin Comm, Garmin TXP, Boom Pump 3 Blade, Airframes Bolt-On Anti-Shimmy Dampener, Monarch Fuel Caps, AD 2009-19-07 & SB-MSB09-1A, C/W 8-24-2009, Replaced All 6 Cylinder Assemblies With New Parts Installed 8-24-2009.



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N877MC**

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**2005 AIR TRACTOR AT-402B
N402BT**

5,466.4 A/F TT, 5,444.4 TT Engine, 680 HP, Shading Digital Fuel System, Smoker, Nose Lights, Nav Lights w/ Strobes, A/C & Heat, 5 Blade Fan & Pump



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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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