

Planemart

Check our website
for more pictures
and specs.

www.midcont.com

**AG-Aviation's most complete inventory of new and used aircraft, ground support systems
with parts and maintenance service - backed by 70 years of experience and integrity.**

SPECIAL OF THE MONTH



2018 Thrush, S2R-H80, N318SW

700 A/F TT, GE H80 (800 SHP engine), 510 gallon spray system with 41" stainless steel gatebox, leading edge lights, G4 and flow control, Load Hawk, smoker, plus much more.



1974 Grumman Ag Cat, G-164A, N9688

6042.6 A/F TT, 600 HP, Del Norte GPS, Smoker, Spreader, Transland Gate, Stainless Belly Skin, 80 Fuel Cap, CP 09 Nozzles, Stainless Steel Booms



1996 AYRES S2R-T34, N2243J

8352.0 A/F TT, 850 HP, Satloc M-3 w/ Intelliflow, Lane Electric Fan Brake, Smoker, Cool Seat, Air Conditioner/Heat, Hopper Rinse Tank, Bottom Load Fuel, Stainless Steel Boom



1994 Ayres, S2R-T34, N94PR

7835.9 A/F TT, 750 HP, 578.7 Hrs Since Spar Caps, GPS Bantam-Intelliflow, CP-09s, Vortex Generators, Hopper Rinse, Spreader, Harbor, Air Conditioner, Electric Fan Brake, Bottom Load Fuel, Kawak Quadrant, Smoker, New Landing Gear, Wingman, Winglets



1995 Ayres, S2R-G6, N3160M

11,024.0 A/F TT, 750 HP, Spreader-Slim Line, Air Conditioner, Strobes, Weathero, Electric Fast Start System, Satloc M3, Load Hawk, Checks Valves & CP 09, 2" Load Valve, Bantam w/ 9" Screen, Spring Type Tail Wheel, Flow Control, Serviceable Wings Installed at 10,918.3 Hours, Stainless Steel Boom



1964 Ag Cat, G-164, N705Y

REBUILT TO NEW STANDARDS. 15029.4 A/F TT, 450 HP, Extended Wing Tips, B Canopy, New Satloc GPS, Sealed Cockpit, Air Conditioning, Horizon P1000 Electronic Tachometer, Late-Style Panel



2013 Thrush, S2R-H80, N3046N

1600.0 A/F TT, 800 HP, Load Hawk, VGs, Bottom Fuel/Dual Load, Intelliflow with Smart Pump, Leading Edge Lights, Stainless Teel Booms, Hopper Rinse, Bantam, Smoker, Spreader w/ Kicker Plate, Radio, CPs, G4 Intelliflow



2019 Thrush, PT6A-65, N3519SW

210 A/F TT, GE H80 (800 SHP engine), Garmin G5, smoker, Hatfield bottom fuel, 41" stainless steel gatebox, MVO-50T glass panel, 6 SS drop boom hangers, leading edge lights, G4 Satloc and CP flow control, air repair hydraulic gate, Load Hawk, and much more.



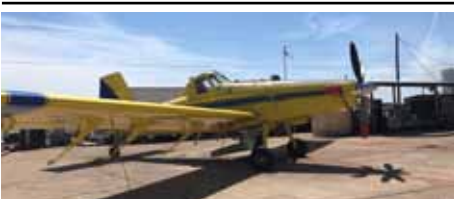
2012 Thrush, S2R-T34, N3000H

2400 A/F TT, 750 HP, MVP-50 Glass Panel, Bantam GPS, Flow Control, Intelliflow, CP Nozzles, Winglets, AM Safe Seat Belt



1999 AT-402B, S2R-T34, N51967

7922.0 A/F TT, 750 HP, PT6A-15AG, 8950 TT engine, Covington light OVH at 6500 engine hours, SATLOC Bantam with G4 screen, flow control, A/C, heat, Garmin G5 attitude indicator, CP 11 nozzles, smoker, very little fertilizer, Transland 10 vane, over-hauled FCU and fuel pump at 7322.0 TTAf, wing spars done in June 2019 at factory. One owner, always hangared



2014 Air Tractor, AT-602, N51037

8757.7 A/F TT, G4 GPS w/Intelliflow, smoker, aluminum boom, hydraulic gate, wing man, CP nozzles, New Paint.



2006 Thrush, S2RHG-T65, N41024

4194.0 A/F TT



2010 Thrush, S2R-T34, N5298F

3782.0 A/F TT, sprayer, nav lights, 228 gallon fuel system, Weather-Aero fan, intelliflow, smoker, G4, VGs, bottom fuel, additional equipment, 500 SMOH

—AVAILABLE NOW—

Ready to go to the field: 2012 and 2017 THRUSH H80s with low time from our fleet. Low Prices!
Check our website for pictures & specs!

SUPPORT EQUIPMENT

2013 International Dura Star 4300 DT

2 x 300 gallon fuel tanks, 2 x 75 gallon fuel tanks, Honda G x 160 fuel pump with meter, stainless tube with dribble valve, manual gate, steel bed with scales, fold over 12" auger

2006 International 4300 DT466

Stainless auger and bed with scales, hydraulic gate, hydraulic sock, hydraulic fuel, dribble valve, chain drive auger, fold over 12" auger

2004 International 4300 DT466

6 speed, 750 gallon fuel with Honda G x 160 pump, stainless hopper with scales, stainless auger chain drive, manual gate, air brakes, straight auger 12"

AIRCRAFT INSURANCE

Sharon Watkins, Ins. Mgr/Producer

Laura Terrett, Producer

Josh Rittenberry, Producer

Lisa Curtis, Producer

Heather Riggs, Claims/Producer

800-325-0885

Fax: 573-359-0384

E-Mail:

acinsurance@midcont.com



DISTRIBUTOR

Cascade Pressure Cowl

Air Tractor • Thrush

Saves Fuel, Runs Cooler

Call for Quote



STC'd for Thrush & Air Tractor

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

NOW APPROVED FOR



WINGLETS FOR IMPROVED
PRODUCTIVITY.
INCREASE PROFIT 10%

FREE PILOT PLACEMENT



New Swathmasters

Piper Brave, Pawnee, Air Tractor,
Thrush, Ag Cat

All Types Spreaders

New & Used

25", 38", 41" Transland, Breckenridge



Thrush Dealer

United States, Canada, Mexico

TURBINE AIRCRAFT

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

Rugged Construction

Proven Productivity

Superior Experienced Quality

No Corners Cut

FAA Certified Repair Station

Specialist Spar Replacement



SATLOC Level III
Service Center

SATLOC SYSTEMS

NEW OR USED

WAAS UPDATES

Full in house repairs & updates

Solid Green Lightbar Upgrade now available.

Transland's #1 Dealer

NDT WING INSPECTION AVAILABLE
THRUSH & AIR TRACTOR

PARTS DEPARTMENT

World's Largest
Ag Aircraft Parts Dealer

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.

Aircraft Sales

Aircraft Insurance

Aircraft Parts

Aircraft Maintenance

GPS Sales & Service

Mid-Continent E-Mail Directory

A/C Sales

sales@midcont.com

A/C Parts

parts@midcont.com

A/C Insurance

acinsurance@midcont.com

GPS Sales/Service

cpatterson@midcont.com

International Sales

silvia@midcont.com

MID-CONTINENT AIRCRAFT CORPORATION

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.

Se Habla Español



Aircraft Corporation
1601 E Highway 84 • P.O. Box 540
Hayti, Missouri 63851

Address Service Requested

SERVICE • KNOWLEDGE • INTEGRITY • EXPERIENCE

Ag Aviation Expo 2019

Be sure to visit Mid-Continent Aircraft Corporation at the 2019 Ag Aviation Expo in Orlando November 18-21. The annual event is the premiere trade show for agricultural aviation and provides great networking opportunities and a lineup of speakers and events that appeal to veteran operators, a fledging ag pilots or allied suppliers to the ag aviation industry.

The event kicks off with a breakfast on Monday morning, with the National Agriculture Aviation Association general session following on Tuesday morning. Educational and training sessions, including those aimed at new or low-time ag pilots, will be held throughout the event with the NAAREF Safety Session on Thursday afternoon. The NAAA Trade Show will feature more than 150 companies offering services to ag pilots and operators.

For the first time, NAAA is offering a special discounted registration price for pilots with less than five years of experience. Qualifying pilots can attend the 2019 Ag Aviation Expo for \$185. The special price includes everything except the Monday kickoff breakfast and Thursday Excellence in Ag Aviation Banquet. Tickets can be purchased separately for these events.

To qualify for the low-time pilot registration, a pilot must:

- be an NAAA member,
- be a pilot with less than five years of experience,
- be sponsored by an NAAA Operator, Allied or Pilot member,
- attend one Compass Rose and/or "Ask the Expert" Speed

Mentoring Session at the Ag Aviation Expo in Orlando,

• complete and return the low-time registration form by October 18.

Educational sessions are organized by NAAA with assistance from its Allied Industry Committee to provide information of general interest to the aerial application industry.

Session topics includes FAA regulations, low obstacle safety, engine performance, aerial application flight planning, application accuracy equipment, fungicides and chemicals, weather aeronautics, unmanned aircraft safety, USDA aerial imaging, aircraft manufacturer updates, avionics manufacturer updates night operations and much more. Compass Rose sessions provide professional support and direction for newbies and those who want to learn more.

Register online at AgAviation.org/convention.

Mid-Continent Aircraft founder and President Richard Reade is a co-founder of NAAA.





Combating Pilot Fatigue

Fatigue is a significant hazard facing pilots and other workers in the agricultural aviation industry. Agriculture is a seasonal industry where many operations such as planting, treating and harvesting a crop are time-sensitive. The busy work schedule of an ag pilot, subject to crop conditions, makes it imperative to understand fatigue and devise a fatigue mitigation strategy.

A 2014 NTSB study of 78 ag aviation accidents indicated that pilot fatigue played a role in three of the collision accidents and two loss-of-control accidents in 2013.

Fatigue frequently is attributed simply to lack of sleep or extended wakefulness without ample recovery sleep, but it is much more complex than that. Research has shown that performance and alertness levels are largely influenced by the complex interaction between sleep and the 24-hour biological clock (circadian rhythm).

People on a normal 24-hour wake/sleep cycle have two periods of maximum sleepiness during which reduced performance occurs—the first from about 3 to 5 a.m. and the second in the afternoon from about 3 to 5 p.m. This circadian rhythm affects cognitive performance by slowing reaction time and increasing the tendency to have attention lapses known as micro-sleeps.

Adequate sleep is one of the most important factors in preventing fatigue. Experts say the average person needs eight hours of sleep a night. Sleeping for six hours or less can result in impaired performance and alertness.

Serious cumulative performance deficits can occur when sleep is lost over successive days. As sleepiness levels increase, the time it takes to respond to a stimulus increases. Such occurrences also happen more frequently.

Sleepiness causes slowed reaction times, cognitive slowing, loss of situational awareness and impaired short-term memory. None of these are conducive to the safe operation of an ag aircraft.

Research has shown pilots are not capable of accurately judging their own fatigue levels. Many operators have given ground crews the responsibility of monitoring their pilots' condition.

Taking a nap is an important strategy, especially during that 3 p.m. period of maximum sleepiness. Even a 20 to 40-minute nap along with one or two cups of brewed coffee can be very beneficial.

Sleeping eight hours every night and taking naps whenever possible to mitigate fatigue are crucial. The best productivity is found



in people who get eight hours of sleep per day.

There is no such thing as an over-the-counter "sleeping pill." Most of these sleep aids use the side effect of a common antihistamine to induce sleepiness and may prevent needed REM sleep. Prescription drugs also have residual drowsiness effects the following day. Both have long periods of effect which may make an ag pilot unsafe and legally ineligible to fly.

The inability to get a quality night's sleep can occur for various reasons. Chronic pain, restless legs, limb movements, distractions in the form of noise and lights from a TV left on, or sleep apnea may be the cause.

Obstructive Sleep Apnea is estimated to affect between 20 and 40 percent of men. Signs include fatigue, snoring and excessive daytime sleepiness. Sleep apnea is frequently found in people with a body mass index (BMI) greater than 30 or neck size of 16.5 inches or greater. The FAA flight physical is putting greater emphasis on diagnosing this potential safety problem.

After 15 hours of continuous wakefulness, many people function at approximately the same level as those who are legally drunk. This sobering fact was determined using a model for measuring performance with fatigue that used alcohol intoxication as a comparison.

There is a real risk of the government implementing flight time limits in the agricultural aviation industry if fatigue-related accidents aren't addressed.