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SPECIAL OF THE MONTH



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



2005 Thrush, S2R-T34, N40358

7061.60 A/F TT



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



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



2014 Air Tractor, AT-602

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



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, Weathaero, 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



2008 AVIAT, A-1C-180, N188F

790.0 A/F TT, Becker 720 Com/Radio, Becker Transponder w/ Encoding Altimeter, Garmin 496 GPS, Garmin 660 GPS with ADSB In and Weather, Full Six Pack Panel, Wingtip Strobes, Digital Tachometer, Digital CHT/EGT/Oat, Left and Right Landing Lights, Taxi Light, Pilot and Co-Pilot Heat, Left and Right Extended Baggage Doors, Engine Pre-Heater, Bose Headset, Dual Push-To-Talk, 26" Tundra Tires, Alaskan Bushwheel Tail Wheel.



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

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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



2006 Thrush, S2RHG-T65, N41024

4194.0 A/F TT

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"



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Sciara & Whittington Air & Ground from Eudora, Arkansas recently took possession of a brand new 2019 Thrush 710. Pictured are (left to right) Mid-Continent Executive Vice President Chris Cobb, Kevin Gwin, Bryan Whittington, Carlo Sciara and Mid-Continent Senior Vice President Dennie Stokes.



Congratulations to Lisa Curtis for passing the Missouri Producer License Exam. Mid-Continent's Insurance Division now has five producers to service all of your aircraft insurance needs. With clients across the country, our insurance producers specialize in property and casualty aviation-related risks, such as agricultural, general aviation, flying clubs, skydiving, airport, property, and workers' compensation.

Mid-Continent Aircraft Corporation is exploring the idea of converting this newsletter to a bi-monthly publication and adding a monthly electronic newsletter. Please send your email address to newsletter@midcont.com.

AD Responsibility

Is a mechanic or maintenance facility responsible for maintaining my aircraft in an airworthy condition? No, the owner or operator, is responsible for maintaining the aircraft in an airworthy condition.

The FAA uses a data-driven, risk-based approach to analyze continued operational safety data and monitor safety in aircraft fleets. Risk-based decision making looks at data to learn where risks and potential problems may exist and how to address them before an accident can happen. Collected from multiple sources, such as aviation accidents and service difficulty reports, the FAA uses safety data to filter and identify safety concerns. Multiple experts, such as aviation safety engineers and inspectors, review the data to assess the risk and then trigger, if necessary, mandatory or non-mandatory corrective actions to address the safety concern.

Non-mandatory corrective actions come in the form of recommendations, such as Special Airworthiness Information Bulletins. Mandatory corrective actions are ADs, and depending on the immediate risk, the FAA will issue either an emergency or a proposed AD.

In cases where an emergency does not exist, the FAA publishes the proposed AD as a Notice of Proposed Rulemaking in the Federal Register. The NPRM opens up a comment period that provides the public an opportunity to take a look at the issues noted in the proposed AD, the solutions the AD offers to correct the unsafe condition and the recommended compliance timeframes. The public can add to, offer suggestions, express alternatives to these proposals, and recommend alternative means of compliance before the proposed AD, with its compliance conditions and timeframes, becomes a final, mandatory rule.

Awareness of ADs that exist on your aircraft is important, and knowledge can equal safety. There are many ways that mechanics and owners/operators can keep current on ADs issued for aircraft and their compliance timeframes. Check out the FAA's website www.faa.gov/regulations_policies/airworthiness_directives/ where you can sign up for alerts. Visit rgl.faa.gov to search for ADs using a manufacturer or model number. You can also go directly to the Federal Register's site at www.federalregister.gov/agencies/federal-aviation-administration.

It is a good idea for owners/operators to partner up with their favorite mechanics or repair stations to keep current on ADs affecting their aircraft of responsibility, and ensure that AD compliance is covered



during annual and 100-hour inspections.

Your aircraft insurance policy almost always states that you must maintain your aircraft in an airworthy condition, or the policy can be deemed null and void.

Operators, owners, mechanics, and maintenance facilities are all partners in aviation safety, and ADs are critical elements in maintaining that safety.

This article originally appeared in Ag Air Update.