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SPECIAL OF THE MONTH



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



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



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



2005 Thrush, S2R-T34, N40358

7061.60 A/F TT



2010 Thrush, S2R-T34, N5298F

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



2006 Thrush, S2RHG-T65, N41024

4194.0 A/F TT



2013 Thrush, S2R-H80, N3046N

1600.0 A/F TT, 800 HP, Load Hawg, 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



2008 AVIAT, A-1C-180, N188F

790.0 A/F TT



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



1995 Ayres, S2R-G6, N3160M

11,024.0 A/F TT, 750 HP, Spreader-Slim Line, Air Conditioner, Strobes, Weath Aero, Electric Fast Start System, Satloc M3, Load Hawg, 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

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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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.

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Heartland Aerial Sprayers of Audubon, Iowa recently took ownership of a 2019 Turbine Thrush 510 purchased from Mid-Continent Aircraft. Larry Southard (center) traveled to Mid-Continent's headquarters in Hayti, Missouri to pickup his new aircraft. Also pictured are (left to right) Danny Helms, Dennie Stokes, Chris Cobb and Stan Hunter, all representing Mid-Continent Aircraft.

NAAA Exhibits at Record Breaking EAA AirVenture

The Experimental Aircraft Association's (EAA) annual AirVenture aviation airshow held in Oshkosh, Wisconsin, July 22–28 had a record-breaking attendance with nearly 625,000 people throughout the week, up 5 percent from the 610,000 attendees in 2018. EAA estimates that 14,500 aircraft were at this year's event, as well as 863 exhibitors. Among them was NAAA, sharing booth space with Air Tractor, Thrush Aircraft, AgAir Update and GPS manufacturer AG-NAV.

During the week, there were more than 1,400 educational forums on aviation topics attended by an estimated 75,000 visitors. NAAA Executive Director Andrew Moore gave an educational presentation to AirVenture attendees providing a summary of the ag aviation industry and its importance.

In addition to recruiting, NAAA also promoted the importance of agricultural aviation to food, fiber and biofuel production, as well as to forestry and public health protection, by distributing its "Flying for Your Food" brochure.

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.

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SEPTEMBER

2019

Dealing with aircraft threats

In response to recent shooting threats and incidents this year, NAAA updated its checklist of actions operators and pilots can take in the event someone threatens to or discharges a firearm at their aircraft.

NAAA has now updated that checklist to cite the specific federal laws that are violated when someone shoots, or threatens to shoot, an aircraft. Title 18 of the US Federal Code, section 32, specifically states it is illegal to “set fire to, damage, destroy, disable, or wreck any aircraft.” The section also states it is illegal to “interfere with or disable, with intent to endanger the safety of any person or with a reckless disregard for the safety of human life, anyone engaged in the authorized operation of such aircraft.”

Penalties can be as severe as 20 years in prison and a \$250,000 fine. Even the threat of shooting down an aircraft can get you five years in prison.

1. INFORM LOCAL LAW ENFORCEMENT

While the laws vary from state to state, you should immediately report to your local law enforcement agency that someone has shot at your aircraft, even if your aircraft is not hit.

2. CONTACT THE FBI

Be sure to file a report with the FBI regional office for your area. The contact information for the regional office is available at fbi.gov/contact-us/field-offices. In addition to state laws, it is a federal crime to shoot at aircraft, including shooting at UAVs.

3. REPORT IT TO THE FAA NATIONAL SAFETY HOTLINE

After safely landing, you should report the incident by calling the FAA Safety Hotline at 1-800-255-1111 or online at hotline.faa.gov. This contact is a single avenue for anyone from FAA employees to concerned citizens to file a report regarding violations of federal aviation regulations or the safety of the national airspace.

4. CALL YOUR LOCAL FLIGHT STANDARDS OFFICE

Your local Flight Standards Office (formerly called FSDO) consists of aviation officials who are your local contact to the FAA.

5. FILE A NASA AVIATION SAFETY REPORT

The primary purpose of a NASA aviation safety report is to collect data related to the national airspace to reduce aviation accidents and incidents. Your confidential and non-punitive report will go directly into the Aviation Safety Reporting System (ASRS), ensuring your experience will be used as data to contribute to aviation safety. The incident information can be recorded on the General Report Form for electronic



submission, or the form can be printed for completion and mailing by U.S. mail.

6. TELL OTHER PILOTS

Whether it's through social media, message boards, email or word of mouth, let other pilots in your area know when and where the incident occurred. Highlighting your experience can help other pilots maintain some extra situational awareness when flying in the area.

7. NOTIFY LOCAL NEWS MEDIA

Share your encounter and safety concerns with the local media to inform the non-piloting public of these same concerns, as well as the penalties associated with willfully shooting at an aircraft. Getting your story out could help catch the perpetrator if the suspected shooter has not been apprehended and might make someone else think twice before discharging a firearm at an aircraft.

8. CONTACT YOUR INSURANCE AGENT

In the event physical damage is done to your aircraft, contact your insurance agent. The company will ensure repairs are made to the aircraft in accordance with your policy. There is a possibility the insurance company could pursue action against the parties that may be liable for the loss.

In addition to the shooting-response checklist, NAAA is always available for additional assistance in the event of an ag aircraft shooting incident. Contact NAAA at (202) 546-5722.