

# MID-CONTINENT

## AIRCRAFT CORPORATION

Aircraft Sales, Insurance, Parts, & Maintenance

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November

2015

### Opinions That Matter

After 22 stops, 540 attendees and 154 pilots flown the Thrush 2015 Summer Tour has come to an end. Here's what you said.

"I am very impressed with the Thrush 510G. Controls were smooth, light, and very responsive. Good visibility and agile at gross. Very stable with honest stall characteristics. Good rudder control. Comfortable airplane to fly" -Shane Root, Root Flying Service, Dighton, KS

"We carried 475 gallons off of our airport with plenty of room to spare on takeoff at a density altitude of over 10,000 feet! The performance was comparable to our P & W -42 with 850 Horsepower. Very comfortable aircraft to fly loaded."- Allen Tinnes, Air Care, Inc., Monte Vista, Colorado.

"At 105 degrees F, with 450 Gallons in the hopper and 150 Gallons of fuel, it felt like flying my -34 at 350 gallons. It was very comfortable in the turns and stable going across the field. It is at least 5 to 10 mph faster at the same fuel consumption. Also, initial acceleration on takeoff is better and takeoff distance is much shorter. The performance is great!" -Matt Carranza, Crop First Aviation, Stanfield, Arizona

"The S2R-H80 is a wonderful Airplane. 425 gallons, my usual max load at this altitude and high heat was absolutely no problem, flew like 300 gallons. It was at least 10 to 15 mph faster at the same fuel flow as my S2R-T34."-Ralph Stout, Stout Flying Service

"The H80 thrush is a very good fly-

ing aircraft. I watched it fly with a full hopper and couldn't believe how short the takeoff roll was, less than 1400 feet. I also flew the 510G and loved the turns and stability across the field."-Lynn Johnson, Johnson Air Spray

"I took off with a full hopper - outside air temp was 93 degrees and rolled less than 1400 feet. Very impressive aircraft, nice swath and nice to fly."-Jeremy Seng, Cavalier Air Service

"I really liked the way the H80 Thrush flew. It got off the ground well with a full load and really felt good in the turns. I really like the swath too."- Wes Kelley, Kelley's Flying Service

"I really liked the stability and handling qualities, very comfortable aircraft."-Mike Northcutt, Countyside Aviation

"Got off the ground quick and flew great."- Justin Houston

"That is a fine airplane. Love the way it flies."-Chuck Curry

"I had forgotten how good a Thrush Flies. It's a sweet flying aircraft."-Blake Johnston

"Fast, and solid in turbulence. Everything you said it was. Great flying airplane."-Chris Pulliam

"It's a real beast - a work horse." - Nick Richard

"Could fill it up and do whatever you want with it." - Robert Lejeune

"Took off full on a short strip, turned out down wind and went right to work on a field next to the strip. Great flying aircraft." -Richard Davidson

It's that time of the year again to put up the helmet and enjoy relaxing after a hard summers work. It is also time to start thinking about a new helmet or where you're planning on getting your annual done. Mid-Continent still has a few slots open for annual and Doug has Gentex helmets on the shelf ready to customize to your taste, whether that be a plane jane or on decked out with an ANR.

If you're going to do your own annual remember we have all the items you'll need to do a Thrush or Air Tractor.

Tires, tube, airframe parts, Cleveland, Rapco, spark plugs or igniters we have it or have access to it all.

Call us for our special prices on Cleveland parts and McCreary tires.

### When? - What? - Where?

November 1-3

#### **PNW AAA Convention**

Coeur d'Alene, Idaho

November 3-5

#### **Mid-States Convention**

Bettendorf, Iowa

November 6-8

#### **Crop Dusters United 3rd Annual**

##### **Fly-In**

Destin, Florida

November 9-11

#### **CaAAA Convention**

Visalia, California

November 10-12

#### **CoAAA Convention**

Loveland, Colorado

December 4

#### **AAU Open House & Hangar Party**

Perry, Georgia

December 7-10

#### **NAAA Annual Convention and**

##### **Exposition**

Savannah, Georgia

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H80 Thrush

Less Fuel. More Power.

It's Time to Upgrade!

### 2015 510P Thrush PT6-34 and 510G

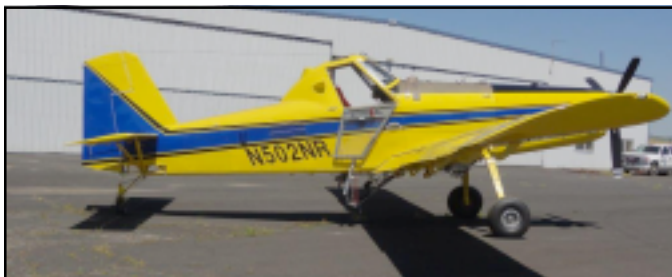
Am Safe Seat Belts, Smoker, Air, MVP-50T,  
with -34 P&W engine.

### 2014 Thrush S2R-H80

AM Safe Seat Belts, Smoker, Hopper Rinse,  
Leading Edge Lights, G4 Satloc, Stainless  
Booms, 195 TT.

### 2014 Thrush S2R T-34

AM Safe Seat Belts, Smoker, Hopper Rinse,  
Leading Edge Lights, Stainless Booms,  
Bantam with Flow Controls.



### 2012 Air Tractor AT-502B PT6A-42

538 TT Airframe, 850 SHP, New AVIA 106"  
Prop, Engine Driven A/C, Intelli-Flow, Hopper  
Rinse, 3" Bottom Load Fuel.

### 2011 Thrush S2R-T34

510 Hopper, 41" Stainless Gate, Five Blade  
Adjustable Fan, Bantam with Flow Control,  
1394 TT.

## FUTURE SPECIALS

Several low time T34 Thrushes with Bantam,  
2010, 2011 available from our fleet. **Low  
Prices!**

### 1990 Air Tractor AT-502 Sprayer

Lane Electric Brake, 170 Gal Fuel, Crop Hawk  
7B, Stainless Boom, Smoker, Bottom Load  
Fuel, 59 CP's

### 1982 Air Tractor AT400-15

"0" Since hot, Wing due in 3200 hours, VG's,  
very clean with excellent maintenance.

**NDT WING INSPECTION AVAILABLE  
THRUSH & AIR TRACTOR**

## PISTON AG-CRAFT

### 1993 Air Tractor AT-401

Geared , 1340, 397 SOH, 3 Blade Prop, Air,  
Smoker, Flow Control, 126 Fuel.

### 5 Dromader M18 's 1990 - 1999

All operational. In Canada. **MAKE OFFER**

### 1978 Thrush R1340

Clean, no damage, extended wing, flagger,  
smoker, spring tail gear, 695 SMOH.

### 1976 Cessna Ag Truck

Like New, "0" SMOH, Prop & Engine, rebuilt  
from ground up, new paint, 99.5 Satloc,  
Hydraulic Sprayer.

### 1976 Cessna Ag Truck

3200 TT, 400 SMOH, new annual, Bonaire  
550.

### 1975 Ag Cat 450

"0" Covington, 7650 TT, 80 fuel, sprayer, new  
annual, No damage, extended wings.

### 1975 Ag Cat 164A

P&W R-1340 w/761 Since Major, AG-100, New  
Tail Fabric, Tires, Brake Disc & Lining, AG  
NAV-GUIA GOLD GPS w/Flow Control,  
Weathero Fan, Hershey Tips, Fresh Annual.

### 1973 Cessna 188

4020 TT, 100 SMOH, AgNav GPS, Recent  
New Glass, Side Loader

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**MID-CONTINENT  
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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.

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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### More H80 FAQ's:

#### **Can I extend the Time Between Overhaul (TBO)?**

- The H80 series has no calendar limit!
- We are working on a program to provide up to a 10% extension on Hours and Cycle TBO limits (similar to the M601), not to exceed the LLP cycle limit.

#### **How about the Life Limited Parts (LLP)? When will they need replaced?**

- The LLP cyclic limit is currently being extended to the equivalent of 2 times the current TBO in hours: i.e. 7200 hours. Completion is expected later in 2015.
- There should be no LLP replacement at first overhaul.

#### **My engine is beyond the TBO, will GE still support me?**

- GE will always provide support!

- The warranty will not be in effect and troubleshooting assistance may be limited.

- To reset the engine TBO limits, an overhaul will likely be required.

#### **Who can overhaul my Line Replaceable units (LRU's)?**

- The LRU's are overhauled by the individual LRU manufacturer. This can be arranged on your behalf by your local ASC or DRC.
- Exchange units are available, as a quicker, time-saving alternative.

#### **I can't afford to have an AOG event. Do you have rental engines?**

- GE has H80 engines located at Prime Turbines in Dallas, TX and in Brazil. Additional H80 spares are available to cover incremental needs around the world.

#### **Do you have spare Fuel Control Units (FCU's)?**

- The worldwide GE ASC/DRC support network has FCU's available to cover any AOG situation.
- In addition, we can expedite FCU's from our European facility anywhere globally.

#### **Who can work on my engines, do troubleshooting and replace parts?**

- Your own crew, if type certified. Certification training takes four days. Remote troubleshooting support from GE is free of charge.
- Certified ASC/DRC network personnel.
- A certified GE Aviation Field Service Engineer (FSE). GE has an FSE/Trainer permanently based in the US, backed up by a team of five further FSE's, who can be on site as needed.