

# PLANEGRAM

## MEDITERRANEAN MEMORIES

Lincoln "Linc" Jones (96th Sq., 82nd FG): From June 24 to July 7, 1943 we flew longer missions to Sardinia and Sicily. During this time I had at least five missions to these places, all of which were bomber escorts. On one of them I was in the air a full five hours.

On July 8, the 96th and 97th Squadrons were ordered to fly continuous cover for the British portion (en rout from Egypt) of the allied invasion fleet bound for Sicily. The order was from someone at the highest level of planning, thought to be General Eisenhower himself. We flew our P-38s to Homs near Tripoli in Libya to be closer to the British fleet, and our crew chiefs were flown there by transports. My squadron mate Fred Wolfe described our temporary new base in his memories, which was included the 82nd FG history, ADORIMINI:

"We had little pup tents to sleep in and had to bring in all of our water and food. We didn't have any water to wash with during our stay. The temperature in the daytime would get so hot we couldn't touch any of the metal on the airplanes, and it would melt the rubber in the

cockpit. The scorpions were so numerous that you could always find one on anything lying on the ground. One of our pilots had one in his parachute and it stung him several times on the back before he could land the plane."

On the 9th our squadron was brief by a British intelligence officer to fly cover in pairs over and around the fleet for two hours each and to continue doing so throughout the day. I think one reason the P-38s were chosen to fly cover was that our silhouette was distinctive and we would not (hopefully) be mistaken for enemy aircraft and be shot down by British anti-aircraft guns.

It turned out that this day was extremely hazy with very poor visibility. When our turn came, my wingman and I took off and took our heading for the convoy. We had trouble finding it but we finally did. We stayed with it for the allotted time and then left to return to our base. The problem was that I couldn't find the British airstrip at Homs. My wingman indicated that he didn't know where it was either, so finally, out of desperation, I broke radio silence and

called a British air/sea rescue station. We had been given its transmission frequency during our briefing. It was located down the coast from Homs and I needed it for a vector "fix." Unfortunately, the person answering my call had such a bad Cockney accent I couldn't understand anything he said! But as pure luck would have it, I spotted the airstrip before our fuel ran out. When we got to the debriefing, the British officer said what we, my wingman and I, were the only ones so far that day that were able to find the convoy. That, at least, made me feel good.

The next morning we were ordered back to our base at Marylebone, near Souk-el-Arba in western Tunisia. During takeoff for this trip I had a tense little experience with one engine running very rough during magneto check but continued on anyway ( the problem cleared itself on the way).

Within a few hours after we arrived there, on July 10, our squadron was sent on a fighter sweep off the coast of Sicily, as a number of enemy fighters were reported to be flying into that area. The 82nd FG

*continued inside*

### Mission Statement:

We are a leading professional organization committed to the advancement of general and agricultural aviation technology. Our team provides a vital resource to the aviation community and is dedicated to the highest satisfaction and well-being of those we serve.

# PLANEMART



Check our website  
for more pictures  
and specs.  
[www.midcont.net](http://www.midcont.net)

**AG-Aviation's most complete inventory of new and used aircraft, ground support systems  
with parts and maintenance service - backed by 62 years of experience and integrity.**

## THRUSH

**Taking orders for 710  
Thrush with -65 or -67  
Rugged Construction  
Proven Productive**

**Thrush Dealer  
U.S., Canada, Mexico**

Special price savings.  
Equipped as sprayers. In  
Stock

### 2011 Thrush 510 PT6-34

Zero since new, sprayer, air,  
Load Hawg options.

### 2010 Thrush PT6-34

510 gallon, just arrived, brand  
new, leading edge lights,  
smoker.

### 1999 Thrush PT6-34

Mint clean, 228 fuel, M3  
Satloc, smoker, wings done,  
8100 Total, "0" SHSI

**NDT  
WING INSPECTION  
AVAILABLE  
THRUSH  
AIR TRACTOR**

## AIR TRACTOR

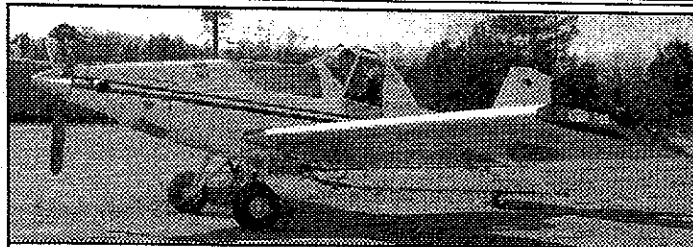
### 1993 Air Tractor 401

Geared 40 SMOH engine,  
sprayer, very clean.

### 1985 Air Tractor 301

126 fuel, 350 hopper, air, oil  
filter, Satloc, VG's Spar & tail

**Superior experienced, quality, no corners cut,  
FAA certified Repair Station:  
Specialist Spar Replacement**



**DO YOU REALIZE HOW HAPPY  
NEW THRUSH OWNERS ARE?  
IT'S A WHOLE NEW WORLD  
2011 NOW AVAILABLE  
IN PRODUCTION 510-34 IN STOCK**

bulletins completed, new  
annual, 680 SMOH, metal tail,  
KY19

### 1979 Air Tractor 301

7400 TT, 460 SMOH, 126 fuel,  
litestar II, air, lane fan, 116  
since spar done, AG 100-25

## DISTRIBUTOR

**Cascade Pressure Cowl  
Air Tractor - Thrush  
Save Fuel, Runs Cooler  
Call For Quote**

## AG CAT

### King Cat

600 gallon hopper, 114 fuel,  
super clean, overseas  
location. New Cover. Call for  
information and special price.

### 1975 Ag Cat 600

5100 Total, 838 SMOH Tulsa,  
extended, metalized wings,  
new paint, 80 fuel, LiteStar,  
Crop Hawk, CP's, smoker,  
flagger, New annual by  
Hershey.

### 1975 Ag Cat 450 HP

Extended wings, sealed  
cockpit, servos, weathero, all  
yellow, hydromatic. AS IS  
ONLY \$65,000.00

### 1975 2 hole trainer

Certified 100 gal belly tank,  
extended, 80 fuel, less engine.

### 1962 Ag Cat 450

Sprayer, needs overhaul. A

rebuilder, now disassembled.  
\$21,000.00

## CESSNA

### 1980 Cessna Husky

5550 Total, 475 SMOH, New  
blades on prop, Satloc 99.5,  
smoker, new super boom,  
NDH, New Annual.

### 1974 Cessna AgWagon

4600 TT, 1050 SMOH, wing  
tanks, Satloc litestar, New  
Annual

## PIPER

### 1971 Pawnee C 235

2300 TT, 250 Factory remand,  
KT 76 Radio, Aircare exhaust,  
sprayer, always hanged.

### 1965 Pawnee B 235

3082 Total, 914 SMOH, light  
star, smoker, flagger,  
ceconite, AD, CW, New  
annual.

### IN CANADA: 1981 Pawnee D235

370 TT, new annual, COM,  
booster tips, always hanged

**Let us sell your Ag Aircraft  
World Wide Sales  
Consignment Accepted**

## INSURANCE

Sharon Watkins  
Ins. Mgr/Producer  
Laura Terrett, Producer  
Kristin Pullam, Producer  
Josh Riittenberry,  
Producer  
Jennifer Bullington, CSR  
Heather Riggs,  
Claims/Producer  
800-325-0885  
Fax: 573-359-0384

E-Mail:

[acinsurance@midcont.com](mailto:acinsurance@midcont.com)

## GENERAL AVIATION

We Are A

General Aviation Cessna  
Single Engine Distributor  
Call us for New/Used Aircraft  
and All Cessna Parts.  
**2010 Cessna T206**  
Fully equipped with Float

Provision Kit. FTO.

### Cessna 162 LSA "Skycatcher"

Now taking orders

### Mooney Super 21

3796 TT, 93 hours since major,  
3 blade prop, refurb, 2006  
paint, IFR's. A Gral good buy.

## TRUCKS

**Several load trucks  
foldover boom, water also.**

From \$6000.00 and up

## PARTS

**World's Largest  
CP Nozzle Dealer**

### New Swathmasters

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

**Load Hawg**  
Efficient, Safe, mechanical  
loading of solids, eliminate  
wing man, STd

### Cool Start Kit for Turbines

**All Types Spreaders New  
& Used - 25", 38", 41"**  
Transland, Breckenridge.

**Top of The Line  
Hand Held Garmins  
GPSMAP 496 or 396**

Also other models  
for sportsmen

**Thrush Spar Caps  
Now Available**  
Let Mid-Continent  
install your next spar.  
Sign up now.

### Free Pilot Placement

**WANT TO SELL OUT?  
INVESTORS  
ARE INTERESTED**

**SATLOC Level III  
Service Center  
Del Norte Systems  
Full in house repair  
New Or Used  
WAAS Updates**