

# PLANEGRAM

## “I FLY BY NIGHT!” THE SWATH – JUNE 1957

*(EDITOR'S NOTE: Dusting and spraying at night is not exactly a new wrinkle in our work, but those among us who have done any amount of it are certainly in the minority. Obviously, those things we call hazards in our type of flying become more so at night; to the extent that about the only time and place night work is feasible is when and if the fields are big, the obstructions low and few, and the farmers can be persuaded that the job can be done safely and effectively at night. To all this might also be up for night work, and the pilot's initiative and ingenuity in getting everything rigged up for night work, and the pilot's willingness to "learn new tricks."*

*Curly Adams is not only an old-time duster pilot, he's an operator in his own right and has an up-and-coming manufacturing and conver-*

*sion shop at Visalia. Curly's version of what it's like to break in on this night work. –Ed.)*

Still a learnin'? You be the judge!

I was (and am) a flying-machine driver before I became a mechanic. So, as each season rolls around you can usually find me in a seat somewhere. This year it's with George Willett of Lemoore, California.

A typical date for this operation is as follows:

Hey, Curly, wake up-come on, boy, let's go! The wind's dying!" So into the saddle we go and everything is abnormal. I get loaded, the engine checks out OK-can't stall any longer. I look down the runway and all I can see is three flare pots; flip on my lights, pour the cob to the mill

and hope for the best.

Yea, got her in the air; now let's see, where is that darn field? Can't see no sunshine, so guess maybe those lights that keep blinking must be the flagmen. Head out that-a-way and, yep, that's them. Start to get lined up for a pass; the doggone flagmen must have motor scooters, can't seem to keep up with them! Better make another turn-that's more like it, not more than 45 degrees off anyway- so I turn on my landing lights. Yep, there's the flagger, and I can even make out the alfalfa. Got both flaggers in line now; let's slow down and get down, can't spray at 100 feet altitude. That's better. Turn it on, you got her in the groove.

What the heck's the matter with that dang flagger-

*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.

running off down the field!? Oh, well, just follow the rows. Hey, even the rows are cock-eyed! Hmmm, must be a little wind. Drop your wing and boot in a little rudder, that will hold her. There's that telephone wire, pull up just a bit; got it in the bag. Well, only three more passes and you can get another load. Nothing to it.

Now, let's see-pull up to about 300 feet for the turn around. Hey, turn off the landing lights. Now where did that field go to? Somebody down there lighting a cigarette-there's another one. Boy, a cigarette sure would taste good. Hey, bub, wake up there's your flagmen. How high are we? Murt said 300 feet for the turns, and that thing sure looks like a 6. Yea, that's what it is, 600 feet- better go on oxygen! Oh, well, just make a little longer turn. Back on the power, hold her as she is- now turn on your lights, there's the flagmen. You've got it made. Telephone

wires-over we go-back on the power a little. Got it. About 8 feet off. Flagger's running away again! Drop your wing. Now you're crabbing-you're all fouled up like Hogan's goat! Anyhow, there's the other flagger-shut off, pull up, 300 feet, remember. Turn your lights off. A couple more passes, then back to the strip.

Six flare pots-sure look close together! Easy now, you're drifting. That's better, you're on. Where the heck are those flare pots? Well, what do you know, right where they belong; but what am I doing with my neck

stuck out so far to see? You know better. Slow her down, attaboy, we got it made. Truck coming up, turn around now. Think I'll take five and have a smoke. Mixture back, all witches off-gosh, it's quiet. Or was, until Murt Dula climbs out of the front seat!

Murt is chief pilot for Willett and, I thought, my friend, until he starts chewing! Automatic crab-oxygen-lights-lost-and several other things I can't repeat!

Anyway, suffice it to say, I guess you're never too old to learn!



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

### Mid-Continent E-Mail Directory

|                |  |
|----------------|--|
| A/C Sales      | <a href="mailto:sales@midcont.com">sales@midcont.com</a>             |
| A/C Parts      | <a href="mailto:parts@midcont.com">parts@midcont.com</a>             |
| A/C Insurance  | <a href="mailto:acinsurance@midcont.com">acinsurance@midcont.com</a> |
| GPS Sales/Serv | <a href="mailto:cpatterson@midcont.com">cpatterson@midcont.com</a>   |

### 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.

As we move into each day, we will continue to grow with your business and provide the tools you need to be a success.

GPS • Sales • Services • Insurance • Parts & Services

# 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 Cascade

Zero since new, spray-  
er, air, Load Hawg  
options.

### 2010 Thrush 510-34

All options.

### PT6-34 firewall sowlings from Cascade Convers- ions. BIG SAVINGS

### 2009 Thrush PT6-34

1440 TT, GPS, flow control,  
Load Hawg, hopper rinse,  
fully equipped, bottom  
fuel, Cascade pressure cowl.

### 1976 Thrush 510 Gallon

(Walters 601 752 hr.)  
Johnson conversion, super  
clean, Northern a/c, M3, long  
wing, big fuel bottom fuel,  
powder coated frame, rt  
hand boom shut off.

**NDT  
WING INSPECTION  
AVAILABLE  
THRUSH  
AIR TRACTOR**

## AIR TRACTOR

### 2001 Air Tractor 402A

4550 TT, 600 HIS, M3, flow  
control, VG's, bottom fuel,  
fail safe installed.

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

### 1993 Air Tractor 401

Geared 1340 Covington, 330  
SOH hydramatic, 2 years to  
inspection, Air, smoker,  
electric brake, TXP, Ky196,  
Satloc Lite

## DISTRIBUTOR

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

## AG CAT

### 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

## 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

2800 TT, 250 Factory  
remand, KT 76 Radio,  
Aircare exhaust, sprayer,  
always hangared.

### 1965 Pawnee B 235

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

annual.

### IN CANADA: 1981 Paw- nee D235

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

Let us sell your  
Ag Aircraft  
World Wide Sales  
Consignment Accepted

## INSURANCE

Sharon Watkins  
Ins. Mgr/Producer

Laura Terrett, Producer  
Kristin Pullam, Producer  
Josh Rittenberry,  
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 real good  
buy.

## TRUCKS

Several load trucks  
foldover boom, water  
also.

From \$6000.00 and up

Free Pilot Placement

## 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

•••••  
• FOR THE LIFE OF ME •  
• (MY ENGINE) •  
• CASCADE TURBO •  
• INLETS •  
• Saves fuel - Lower ITT •  
• Distributor: •  
• Mid-Continent Aircraft •  
• 573-359-0500 •  
•••••

### All Types Spreaders

New & Used - 25", 38", 41"  
Transland, Breckenridge.

WANT TO SELL OUT?

INVESTORS

ARE INTERESTED

### Thrush Spar Caps

Now Available

Let Mid-Continent  
install your next spar.  
Sign up now.

Top of The Line  
Hand Held Garmins  
GPSMAP 496 or 396

Also other models  
for sportsmen

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