

## MID-CONTINENT AIRCRAFT CORPORATION

# Planegram

### What makes a Thrush the best ag aircraft ever built?

What makes a Thrush the best ag aircraft ever built? Specifications and performance data are one thing. Real world quality and value are another

**A standard cockpit that's way above standard.** Standard on every Thrush is the MVP-50T glass panel display from Electronics International. Its full-color screen provides excellent viewing – even in direct sunlight – allowing you to monitor all performance function parameters while maintaining excellent situational awareness. Its 50 different functions include an active G-meter and on-board data recording, as well as ag-specific features such as boom pressure and an electric fan brake light. Its color-coded interface and verbal alerts significantly enhance cockpit management and safety.

**Fast. Agile. And Secure.** Every Thrush offers superb visibility, speed and maneuverability. And its large wing area, low wing loading, and outstanding handling qualities are specifically designed to let you get more done, and help bring you home safely after a hard day's flying.

**Built tough – just like the work you do.** All Thrush Aircraft feature four massive 4140 steel main spar caps – each is 19.5 feet long, and its two lower spar caps are 1.5" thick. The 700 series main spar is 16 feet long and its two lower spar caps are 1.75" thick. Our aircraft will be with you for the long haul. The 500 series Thrush has a FAA approved fatigue life of 29,000 hours, and the 700 series

is 26,000 hours with no mandatory inspections on the wing spar. And the all-metal airframe construction on all our models is designed and tested to resist fatigue and corrosion. We even put an anti-corrosive hot linseed oil coating on our interconnected 4130 steel tubes throughout the airframe.

**Less stress on the wing. Less stress for you.** The load on our aircraft's new lower spar caps is carried by over twice as much metal as the old spar caps – reducing the maximum stress in that area by over half. And our 500 series features a long lower splice block with 8 bolts, the largest being 1" in diameter. It's designed specifically so that if there were ever fatigue, the last hole on the lower splice blocks would fatigue first - long before the lower spar cap does – and it can be easily replaced. The Thrush 710P fea-

tures a new 54-foot wing span, with a 12-foot long main spar center section machined from a solid slab of 4140 steel that's 2 1/2" thick and nearly a foot wide. A single pin joint on the 710P is able to support a load over 450,000 pounds.

**Built with pilot safety in mind.** It's not just our passion to build great aircraft. We are also passionate about innovation and safety. That's why every Thrush has a rugged heli-arc welded 4130 steel truss fuselage. The large window area and all glass cockpit offers high protection for pilots – as well as superb visibility and low workload, while the surrounding roll cage is designed to withstand high G overturn impact for unsurpassed impact safety.

**The view is great from here.** The hoppers on all Thrush aircraft are made of lightweight fiberglass with polyester resin to resist abra-



## **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.

We are committed to the advancement of general and agricultural aviation technology.

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

**Aircraft Sales**  
**Aircraft Insurance**  
**Aircraft Parts**  
**Aircraft Maintenance**  
**GPS Sales & Service**

### **Mid-Continent E-Mail Directory**

**A/C Sales**  
sales@midcont.com

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**A/C Insurance**  
acinsurance@midcont.com

**GPS Sales/Service**  
cpatterson@midcont.com

**MID-CONTINENT AIRCRAFT CORPORATION** is located in Hayti, Missouri, 80 miles north of Memphis, Tennessee. Even though 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.

sion and offer strong adhesives, making maintenance and repairs trouble free. Plus, the transparent construction allows hopper levels to be viewed in flight and on the ground during loading operations. This saves you time, and let's you keep working without having to guess at your remaining load.

**Broad and beautiful.** Every 500 series Thrush features a big beautiful 47.5-foot wing span, with 365 square feet of total wing area. All of our wings features 36 carefully manufactured main ribs to transmit the load from the skins to the wing spars, plus a wet wing with the 7 inner bays for fuel. And with a fuel capacity of 228 gallons, you'll spend more time on station, less time making trips back to the pump.

**We're thick skinned.** Our leading-edge skins are manufactured out of high strength .050 aluminum. Plus, our leading edge contains 27 ribs which are not attached to the skins, eliminating structural damage to the ribs if there is ever a strike to the wing. In addition, every skin, rivet, bolt, hose and tubing is sealed using aircraft sealant, and each wing features 37 inspection covers for routine maintenance and visual inspections. It's a level of detail you won't find on any other agricultural airplane, and just one more reason Thrush is the aircraft of choice of the hardest working operators worldwide.

**Easy to fly. Simple to maintain.** Every Thrush is designed to make life easier for you – from flying with confidence, to making service and engine and systems more accessible on the ground, especially for frequently inspected parts. You'll find we've designed each Thrush to be beautifully simple, with low maintenance requirements and very high durability. To make things even simpler, every Thrush comes standard with over 900 stainless steel cam

locks, studs or grommets to easily strip down for cleaning and maintenance. Plus, our safe-life limits exceed all competitors.

**Corrosion protection that's second to none.** We powder-coat all our airframes, engine mounts and tripod landing gear, giving you a durable finish that lasts a lifetime. Powder-coating fights exposure to moisture and chemicals and its hard, tough coating doesn't fade and is incredibly chip and crack resistant. In addition, the aluminum parts on our aircraft are treated to prevent corrosion. Our chromate chemical conversion process coats each part to improve corrosion resistance of the aluminum while providing an excellent base for painting. We even put an anti-corrosive hot linseed oil coating inside our interconnected 4130 steel tubes, engine mount, and throughout the airframe. Every one of our airframes features over 100 stainless steel clips attached to the fuselage. And on the outside, we use Sherwin-Williams JET GLO for all painted parts because it's specially formulated to withstand the daily grind of harsh environments, while leaving a durable long lasting high gloss finish. No one ever said you couldn't look good while you work.

**Short strips don't scare us.** For many of our operators, long, hard surface strips are a luxury. Short, rough, unimproved dirt is more the norm. That's not a problem in a Thrush. Our aircraft are designed with wide-stance landing gear capable of absorbing the weight on landing. So you can get in and out of wherever you need to, with confidence. All Thrush landing gears have no life limit. The combination of 29" high flotation tires and dual caliper brakes lets the Thrush achieve maximum performance. You don't quit when the strips are tough, and neither do we.

# Planemart

MID-CONTINENT AIRCRAFT CORPORATION

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 64 years of experience and integrity.

## AG CAT

### Ag Cat -20 Turbo

330 Hopper, New Annual ready in August.

### 1975 Ag Cat 450

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

## 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

### 2012 and 2013 Thrush 510-34

All options, NEW.

### 2011 Thrush PT6-34

1080 TT, Load Hawg, VG's, smoker, Lane Fan.

### FUTURE SPECIALS

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

**PT6-34 firewall cowlings from Cascade Conversions. BIG SAVINGS**

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AIR TRACTOR

## DISTRIBUTOR

Cascade Pressure Cowl  
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## AIR TRACTOR

### 2001 AT-602

Aircraft TT 6032, Propeller TSO 0.0, Engine PT6A-45 w/ TSHSI 0.0 and OH CT Blades; Fuel Control, Engine Driven Fuel Pump and Prop Governor all TSO 0.0. Includes Fuel Capacity 218 gal; Hopper w/Rinse; Smoker, Bottom Loader, Flow Meter, Lane Electric Pump Brake, GPS (Del Norte), Flagger, Load Hog, Wingman, KY96 VHF, Shadin Fuel Flow, Air Conditioner (Engine Driven), New Batteries, Cockpit Heater, Night Lights, Windshield Washer, Fresh Annual, Fresh Annual, Fresh Paint.

## CESSNA AG

### 2006 Aviat Husky A-1B

280 TT, Fully Equipped, No Damage.

### 1976 Cessna Ag Truck

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

### 1976 Cessna Truck

3200 TT, 400 SMOH, new annual, clean.

### 1975 Cessna Truck

3280 TT, 330 SMOH, air, Satloc, smoker.

### 1969 American Champion 7-ECA

900 SMOH, Bendix-king AV80R-GPS, KY97 COM, Narco TXP-W/C, Dual Push-T Talk, \$42,000.00

## We Need Cessnas

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## TRUCKS

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foldover boom, water  
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**www.midcont.net**

**SEPTEMBER**

**2013**

SUN	MON	TUE	WED	THU	FRI	SAT
1	2 Labor Day	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					