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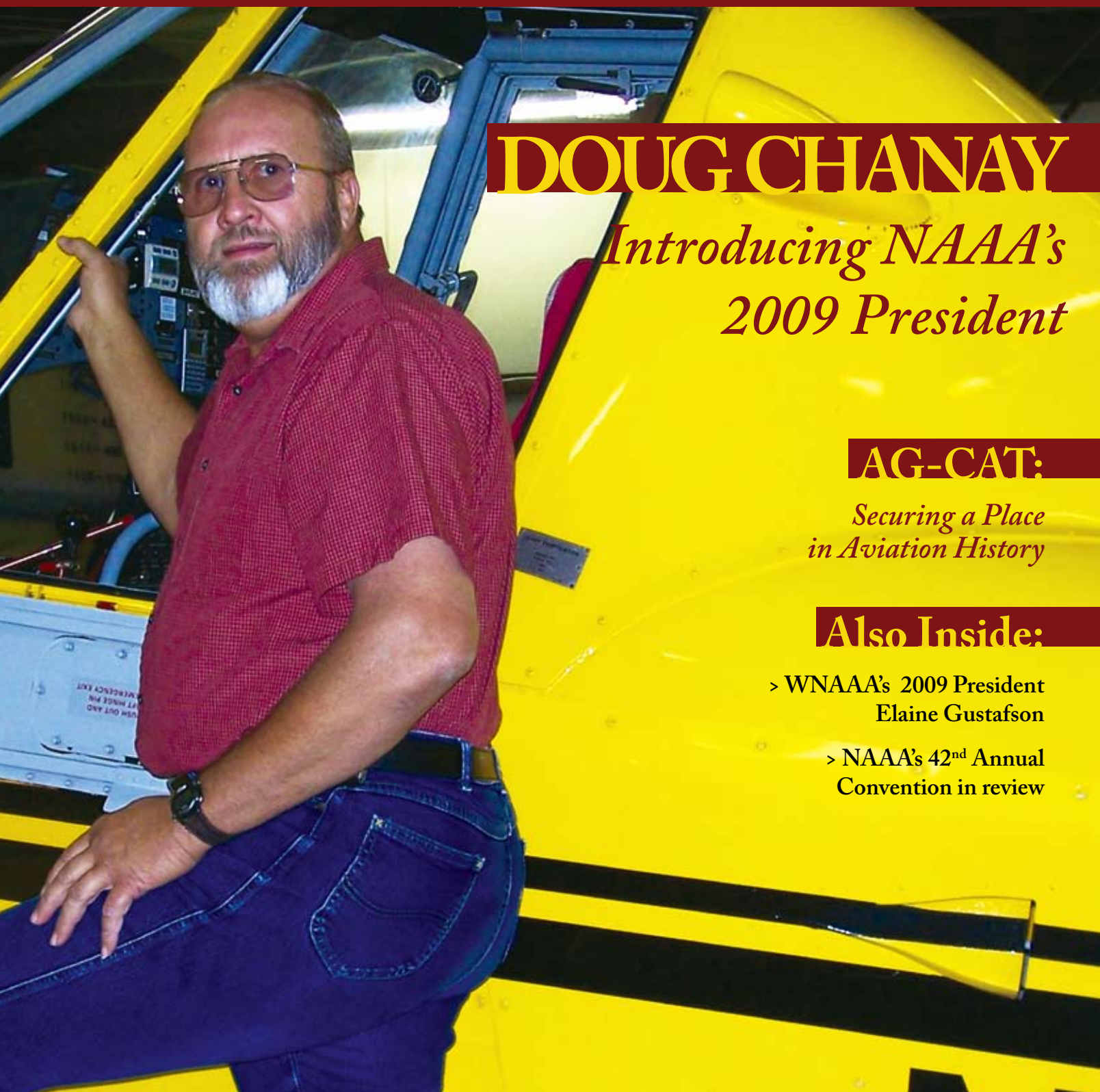

DOUG CHANAY

Introducing NAAA's 2009 President

AG-CAT:

Securing a Place in Aviation History

Also Inside:

> WNAAA's 2009 President Elaine Gustafson

> NAAA's 42nd Annual Convention in review

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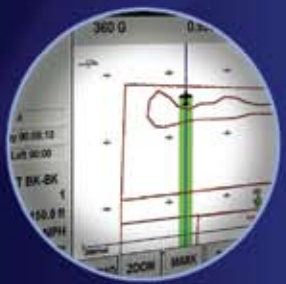

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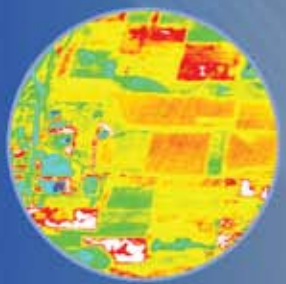

Control It

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Editorial Message

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Reprints: All editorial material is available.

The purpose of NAAA shall be to advance the aerial application industry and its members in their efforts to enhance agriculture, and to protect the public health and the environment.

2009 NAAA Officers

President: Doug Chanay, KS
Vice President: Rick Richter, CA
Secretary: Brent Short, AR
Treasurer: Dana Ness, MT

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Awards: Donita Lockwood
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Communications & Public Relations: Brian Rau
Constitution & Bylaws: Bill Lockwood
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Museum: Danny Tinnes
Nominating: Rod Thomas
Research & Technology: Cary Rucker
Safety & Federal Aviation Regulations: Ron Cline

**2009 Chairpeople will be listed in the March/April 2009 issue of* Agricultural Aviation

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2009 NAAA President Doug Chanay with his Thrush.

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President's Message

Doug Chanay

Beginning a New Year of Challenges

It is with great honor that I accept the position of NAAA President for 2009. There is a great amount of work to be done to continue the efforts and tasks of the past presidents and past boards of directors that have been set forth. There are many challenges ahead, with the new political administration taking office in Washington D. C. With the staff that we have in the NAAA office in Washington D.C. it will be most beneficial to maintain the contacts that have already been established. I am also privileged to have the new officer team of Vice President Rick Richter (CA), Secretary Brent Short (AR), Treasurer Dana Ness (MT) and WNAAA President Elaine Gustafson (CO). I will be looking forward to working with all of them as well as NAAREF and the NAAA staff in Washington D. C.

I would like to say thanks to last year's officer team: Bob Bailey (TX) President, Danny Tinnes (CO) Vice-president, Eric Klindt (MN) Secretary, Brian Rau (ND) Treasurer and WNAAA President Patty Cline (WA). I have a great deal of appreciation for the job they have done this past year.

In addition to his work for the NAAA, President Chanay supports his community by introducing school children to ag-aviation through a program called Kids Down on the Farm.

I have been involved in the ag business for 40 years; I've been an ag pilot for 35 years starting out by flagging for my father. I have been involved with the NAAA for about 16 years serving as a board member, vice president and convention committee chair.

As the 2008 season comes to an end and the 2009 year begins I will promote the ag aviation industry and try to encourage new pilots to join a unique type of occupation. NAAA also has a new section on the website titled Ag Aviation Careers with information to help new pilots. We will continue to use well known tools, such as PAASS to become a more vigilant, safe, and spray-drift free industry. NAAA has developed a new promotional video to be titled *Aerial Application's Growing Role* ready for distribution in 2009. There are other large tasks ahead in maintaining funding for the USDA aerial application research center in College Station, TX. Also staying on top of the Endangered Species Act, watching FAA Reauthorization legislation and watching legislation to curb the emission of Green House Gas Emissions will be a concern of the new political administration.

I have mentioned just a few topics that we will be working on. We still need the full support of all operators, pilots and allied industries' support personal to become members of the NAAA. I encourage everyone to become proactive in all aspects of our industry by getting involved locally as well as nationally. I would also like to see one hundred percent of all operators and pilots become members of their state and regional associations as well as the NAAA. If at any time anyone has questions or needs information, do not hesitate to contact the NAAA office or me. We all need to do our part to maintain our industry for the present and the years beyond in order to help provide the best and safest food supply in the world. ■

Executive Director's Message

Andrew Moore

29…36…43, 44…

The second and final term of the 43rd President of the United States, George W. Bush, is now history. Barack H. Obama is now the 44th President of the United States. NAAA has existed as a national organization[1] since the 36th President of the United States, Lyndon B. Johnson, was occupying the Oval Office and agricultural aviation has existed[2] since the 29th President, Warren K. Harding, was leading our nation. The only constants over these years are the two which are universal: change and challenges. Looking ahead these next few years we can expect more of the same, but the NAAA is a forward looking organization and is gifted with a strong Board of Directors that is setting course to ensure both the Association's and the agricultural aviation industry's longevity.

What can we expect in 2009 in terms of federal legislative and regulatory policy affecting aerial application? Quite a bit, actually. Congress should have enacted an FAA Reauthorization Bill in 2007, but because of partisan bickering it did not. They will be back at it this year to determine how the government will raise and spend money to maintain and build its aviation infrastructure and services. The Bush Administration's FAA and the airlines backed a Reauthorization Plan to significantly increase general aviation (GA) payments to use the federal aviation infrastructure system. President Obama has not ruled out user fees for general aviation. Legislative proposals last Congress to obtain more funding from GA included a $25.00 per flight surcharge for certain GA sectors, a 64 percent increase in GA's Jet A tax rate and a 25 percent increase in the GA's Avgas tax rate. NAAA will need to lobby Congress again this year to ensure that the enactment of an FAA Reauthorization Bill is free of user-fees for agricultural aviation and that our industry's full and complete exemption from federal excise taxes levied on aviation fuels is preserved.

[1] NAAA was founded in 1966.
[2] In 1921, in an experiment in Ohio, lead arsenate dust was spread over catalpa trees to kill sphinx moth larvae. Under the direction of the Ohio Department of Agriculture, Lt. John A. Macready, a U.S. Army pilot, made the first application with a modified Curtiss JN-6 "Super Jenny."

In regards to pesticide related issues, there are a number of issues forthcoming affecting our industry. EPA's enforcement of the Endangered Species Act continues to come under fire. Environmental activists have filed seven citizen action suits against the Agency since 2001 claiming the EPA hasn't properly consulted with the Federal Wildlife Agencies to ensure the registration of pesticides takes into consideration the welfare of these threatened and endangered species. These lawsuits cover 193 different pesticide active ingredients and 41 threatened and endangered species (TES). Federal judges have had to weigh in, mandating large aerial buffers and other pesticide use restrictions until EPA and these other Agencies can reach an agreement on pesticides affects on TES. Activists are expected to keep the lawsuits going on this issue. A number of new appointments will be made by President Obama to the EPA and all the other federal agencies. How these new agency heads enforce pesticide and other environmental laws affecting our industry will be interesting to see.

In regards to drift policy, EPA is currently working on another drift language proposal. We will be watching carefully, as the proposal will be released at any time. The EPA put forth a drift proposal in 2001that would have been detrimental to our industry if promulgated because it contained mandatory buffers for all aerial applications and other severe aerial use restrictions. Pressure from NAAA and other agricultural organizations resulted in it being dropped by the Agency. NAAA will be monitoring the new drift proposal and ready to comment on its affects on our industry. Another drift related issue we are following is an EPA policy attempting to encourage the use of drift reduction technologies (DRTs). The Agency is in the midst of developing standards to rate these technologies and has proposed offering buffer zone reductions and other benefits to applicators that use such technology. The EPA has stated that it expects to release its standards to test DRTs by

– Continued on page 6

spring. We are following this issue and urging the Agency to develop reasonable criteria to ascertain if the manufacture of a certain drift reduction technology is effective. Overly complex research requirements on the effectiveness of DRTs may result in the manufacturers' costs of conducting this research to be substantially higher than the revenues received in selling such a product to the applicator community, thereby quelling innovation.

NAAA will continue to fight for federal research funding of aerial application technologies this year. NAAA efforts have resulted in increasing the amount for this funding by $4 million over the past 7 years. Again, because of congressional gridlock, last year Congress adjourned without determining if it would continue additional funding for aerial application research conducted at the USDA's Agricultural Research Service. It is uncertain what position President Obama will take in regards to funding this program. He did promise during his campaign to take a hard look at all federal spending as President and make cuts to eliminate unnecessary spending. At the same time he has promised federal assistance to develop more environmentally friendly and energy saving technologies, which is definitely an attribute of this research in not only fine-tuning technology enabling aerial applications to release prescribed dosages using less product, but also in making the applications themselves more targeted. These types of applications also result in significant fuel savings.

New resident in the White House will mean changes for our industry.

One other significant environmental issue that will be front and center under President Obama's administration is a real focus on reducing greenhouse gas emissions. There are concerns from a number of industries that capping Greenhouse Gas (GHG) emissions to 1990 levels, which is one of the policy proposals circulating, could increase energy costs significantly. Doane and the Fertilizer Institute conducted a study stating that U.S. growers' cost of doing business will increase from $6 billion to $12 billion per year as a result of implementing such GHG reduction proposals. This comes at a time when agriculture has already experienced its largest operating price increases in history as a result of rising fuel and fertilizer costs. NAAA must, and intends to, be part of the debate to ensure that GHG emission reduction laws do not economically harm the agricultural aviation industry.

Three key long-term focuses of the NAAA have been to invest in research technology (our efforts in that regard are referenced above), ensure our industry can sustain itself, if not expand, and to better market aerial services. In terms of addressing the issue of sustaining the industry, NAAA is producing a new promotional video and titling it "Aerial Application's Growing Role." A rough-cut version of the video was shown at the 2008 NAAA Convention in Las Vegas. There is a recruitment chapter to the video and it will be distributed to the industry, media, educational institutions, flight schools and other aviation trade schools in a DVD format later this year to help not only in strengthening the public image of our industry but also in bringing in new pilots to sustain our industry well into this century.

Other efforts NAAA has initiated to expand the ranks of ag pilots have been to increase the circulation of *Agricultural Aviation* magazine to include 500 different Flight Schools throughout the country. In addition, NAAA has added a whole new section to its website titled Ag Aviation Careers. This area is dedicated exclusively to promoting careers in ag aviation. This new resource isn't just for aspiring pilots - it also provides information for those already in the industry who are interested in promoting industry growth through mentoring. In addition, NAAA has identified its website pages in a manner that increases the likelihood that a search engine will list the NAAA website for web users keying in the words "aviation careers."

To enhance the aerial application industry's public image NAAA successfully facilitated the transfer of a completely refurbished Ag Cat from Ralph Holsclaw of Growers Air Service in Woodland, California to the Smithsonian Air & Space Museum's Udvar-Hazy Center near Dulles Airport. Covington also contributed to this project with parts to ensure that the engine was complete. The plane has been hanging in the museum, which receives over 1 million visitors a year, since October 22, 2008. More on this event can be found on page 27. The plane goes nicely

with the early ag aircraft, a Huff-Daland, which also hangs from the museum rafters. These displays are great P.R. for the industry.

To complement our efforts to better market the industry and enhance its public image we intend to remodel the NAAA website this summer to give it a fresher look, add functions and make it more usable. Also we intend to develop generic advertisements for operators to use throughout the country in either their local newspapers or on local billboards to promote the industry. We are also expecting to lease billboard space promoting the industry in more densely populated areas in the U.S. and will probably start around the nation's capital.

Of course over the next year and beyond we will continue to offer fresh educational programs to our industry designed to mitigate drift, accidents and make our facilities more secure via the PAASS Program. We are pleased with the consistent trend we are seeing in decreased accidents and drift claims since the PAASS program first hit the stage in 1998. On average over the past decade since PAASS began its presentations the agricultural aviation accident rate has decreased by 22 percent per 100,000 hours flown. And drift claims have decreased by nearly 26 percent!

Looking forward to the 2009 season and beyond, there are positive indicators about the future direction of U.S. agriculture and the role aerial application will play in its production. U.S. farmers' net cash income for 2008 was over $100 billion which is 50% better than the 10-year average. Demand remains heavy for agricultural commodities. Despite record harvests, world grain and oilseed demand continues to grow. Credit concerns and weather conditions in South America are expected to hamper Southern Hemisphere harvests further eroding global supply. The key contributor to demand stems from the expanded middle class in both China and India. The world's middle class households are on track to double in the next dozen years! That means continued immense demand ahead for U.S. meat and dairy products plus more grains to help feed the world's livestock. Aerial application will play a significant role in meeting this demand because it is the quickest, most reliable, and least disruptive form of application available to farmers and that isn't going to change under the 44th President of the U.S. or under his successors. History can teach us a lesson in this regard because the industry has progressively evolved since the 29th President of the U.S. was sworn into office. ■

WNAAA President's Message

Elaine Gustafson

Looking Forward...

First I must say what an honor it is to have been given the opportunity to serve as the WNAAA President. This will be a challenging role – a role that I wouldn't have even imagined a few years ago, and I am looking forward to the experience. I will be working with a great executive team; Vice President Jane Barber from South Dakota, who served as Vice President last year, Secretary Ellen Rau from North Dakota, and the Treasurer Julie Broussard from Louisiana. The WNAAA is a wonderful group of ladies who give so much of their time and energy and to promote our industry. I am grateful for each and every one of them.

I grew up in an agricultural community so I thought I understood agriculture. After I met and married my husband, Dana, I found I had a lot to learn. I have learned a lot over the years, about agriculture and about the aerial application business. I wouldn't have missed it for the world. I started working in the business 20 years ago, and have been active with the WNAAA off and on for the last 15 years. It is a great organization and I feel privileged to be associated with such a great group of women. I have known some of these ladies for almost as long as I can remember (or at least it seems that way). I count them among my best friends friends that I can turn to when things get tough.

I would like to encourage everyone to become involved with their state or regional associations and also with the NAAA and WNAAA.

The focus of the WNAAA is, and will continue to be, education and safety. Through trade shows like Future Farmers of America (FFA) and Ag in the Classroom we educate the public about the ag aviation industry. The trade shows are really the main focus of our education program. One of the most well known and exciting shows is the FFA. I have only attended this conference once, but I was very impressed by the size of the show and by the young men and women who attend this conference. They are some of the most polite and respectful young people that I have ever met, and we can be confident that the new generation of agriculture is in good hands. The WNAAA also sponsors a scholarship for our members, their children, and their grandchildren. Additionally, the WNAAA helps to support the PAASS Program. We sell raffle tickets and have a booth at the NAAA Convention to raise funds for these projects each year.

I would like to encourage everyone to become involved with their state or regional associations and also with the NAAA and WNAAA. These are fine organizations that are helping to support our industry through legislative issues and through education.

It seems that the New Year comes way too fast. It's hard to believe another year is behind us and it's time to get ready for the next one. It is that time when we are closing out the last season and trying to get organized for the upcoming season. It's already time to start getting the equipment ready and, in my case, the new files set up.

I look forward to working with NAAA President Doug Chanay as well as the other NAAA officers and the NAAA Staff. We are fortunate to have such good people to work with. They are always there to lend a helping hand.

I also look forward in the coming year to making new friendships and strengthening old ones. Remember each season will bring something new because it always does – no year is ever the same. Here's to a great and safe season! ■

Government Regulations Proposed for All Aircraft Weighing Above 12,500 Pounds

In late October of 2008, TSA issued a proposed rule, known as the Large Aircraft Security Program (LASP), mandating a number of security requirements be met for operations with aircraft weighing above 12,500 pounds. TSA expects that this proposed rule will encompass 10,000 operators of large aircraft (over 12,500 pounds) and 315 airports. Common agricultural aircraft that weigh above 12,500 pounds are the Air Tractor 802 and Thrush 660. Air Tractor's proposed 1002 model aircraft will also weigh over 12,500 pounds. By the FAA Aircraft Registry database, there are about 150 AT-802s registered and less than 10 Thrush 660s in the US.

A list of the major requirements aircraft operators would be mandated to adopt under the LASP are as follows:

1. Ensure that flight crew members have undergone a fingerprint-based criminal history records check. TSA estimates that the total applicant charge (including fingerprinting) would be $74 per applicant.

2. Conduct watch-list matching of passengers through TSA-approved watch list matching service providers.

3. Undergo a biennial audit of compliance by a TSA-approved third party auditor. For checking on whether the aircraft operator is a legitimate business entity, TSA may rely on a check against Dun & Bradstreet or a similar commercial database and/or governmental databases, such as the FAA's Aircraft Registration Database. TSA estimated the cost for these audits to be approximately $2,257 per audit.

4. Comply with cargo requirements if conducting an all-cargo operation.

5. Check property on board for unauthorized persons.

6. Requirements for certain airports that serve large aircraft.

The new deadline for public comment on the proposed LASP rule is Feb. 27, 2009. NAAA has real concerns with the LASP rule and believes, and will take the position with TSA, that agricultural aircraft should be exempted. NAAA urges agricultural aviation operators with ag aircraft weighing above 12,500 pounds to submit comments to the TSA in opposition to the rule by submitting their comments to the address at the end of this article.

NAAA's general arguments against the rule applying to larger agricultural aircraft are that these aircraft don't match the same security concerns that the TSA has with other large aircraft. TSA's concerns with larger aircraft, in brief, stems from studies that their size and speed can be more penetrating and destructive should they collide into an object standing vertically or on the ground. A key variable related to this potential damage is the velocity of the aircraft. NAAA takes the position that agricultural aircraft are unique in this respect in that they tend to be slower flying aircraft and don't travel at the same high velocity as other larger aircraft, particularly when loaded with crop protection products, fire retardants, or other application materials. As a result of their limited speed, their damage impact is less. In addition, agricultural aircraft are operated as restricted category aircraft. They are limited in the airspace in which they can fly and the airports at which they can land

An Air Tractor AT 802, one of the planes which may be effected by the new rule.

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unless they have specific FAA clearance which can take time to obtain. As a result they are rarely if ever present or allowed in airspace over heavily populated areas.

NAAA also believes that DHS rules already exist addressing risks associated with potential, more volatile cargo that may be used in the agricultural aviation industry; hence the cargo provisions of the LASP are duplicative. These regulations are the Chemical Facility Anti-Terrorism Standards (CFATS) which went into effect last year. The CFATS requires a facility that handles and/or stores certain compounds of concern listed by the DHS to register with the Agency. Those facilities deemed "higher risk" by the DHS are required to complete a DHS "Security Vulnerability Assessment (SVA)" and, subsequent to completion of the assessment, establish and implement a "Site Security Plan."

NAAA will be submitting its concerns with the LASP program to the TSA and invites agricultural aircraft operators with ag aircraft above 12,500 to do the same. Additional information on submitting comments to the Federal Docket Management Facility (FDMS) for response to the TSA on this rule can be found on NAAA's website at www.agaviation.org/nprmresponse.htm. To submit comments via electronic transmission, you may submit comments through the Federal eRulemaking portal at http://www.regulations.gov. Follow the online instructions for submitting comments. By mail, or fax: address, mail, or fax your written comments to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; Fax 202-493-2251. The Department of Transportation (DOT), which maintains and processes TSA's official regulatory dockets, will scan the submission and post it to FDMS. Be sure to identify your comment by printing the TSA docket number to this rulemaking on your submission. The docket number is: TSA-2008-0021.

First came CFATS, now the LASP. More security regulations are in the works and more and more employees are being hired by the federal security agencies. NAAA will continue to keep the industry up-to-date on what they are and work to ensure that they are not unnecessary and burdensome to the agricultural aviation industry. ■

Meet Doug Chanay, NAAA's New President for 2009, and his Officer Team

NAAA PRESIDENT

Doug Chanay

Chanay Aircraft Services, Inc.
Garden City, KS

Doug Chanay grew up around ag aviation through his father's spraying service. Doug's dad, Delbert Chanay bought an old railroad right of way near Baldwin City, KS and turned it into the Vinland Valley Airport in 1969. After digging a runway and building a hangar, the business took off and Doug got his start flagging fields for his father and eventually learning to fly. When Doug was only in his second season as a pilot, Delbert was killed in 1974 while spraying. Not to be deterred, Doug took the reigns of his family's business and kept things together for some years after his father's death. As housing and development grew in around the operation, continued success as an aerial operator became more and more challenging. Doug moved to Garden City in 1981, where he flew for another operator. He and his son, Jeff (who is the newly elected NAAA Board Member from Kansas and a 3rd generation pilot), took over in 1995 and Chanay Aircraft Service, Inc. was born.

Doug has been a member of the Kansas AAA since 1971. During that time he has held the offices of Vice President and President. He also served on the KAAA Board of Directors. He was active on the NAAA Board for 6 years prior to becoming Vice President in 1998/99. During that time he chaired the Convention Committee for three years, before passing that role on to Bob Bailey (TX), NAAA's 2008 President.

In addition to his aerial application business, which treats corn, wheat, milo, sunflower, alfalfa, potatoes, cotton, and pastureland, Doug also flies for neighboring operators as well as operations in other states. What's more, Doug is a qualified A&P and IA mechanic who often repairs other folk's planes. Though it can be difficult for Doug to find as much time as he'd like for other pursuits, he is an avid scuba diver, and takes scuba trips as often as he can. Following the Fall NAAA Board meeting, he dove in Cozumel, Mexico. He recently returned from a diving trip in Australia.

Doug gives back to his community by flying his planes, 2 Turbine Thrushes, to the Garden City Fair Grounds for a function called "Friends on the Farm," where he educates 500-600 hundred children each year about ag aviation.

Doug and his wife, Judy, have three children: Jeff, Jill, and Jason. They also have two grand children Mason and Jaxon, and another on the way.

As NAAA president, Doug wants to focus on keeping our valuable programs strong and healthy. Doug's first involvement with the NAAA Board was when he attended a Board of Directors meeting with his wife, Judy, who was active on the WNAAA Board. Seeing what actually happens at a board meeting was a real eye-opener for Doug and he resolved at that time to become more involved at the national level. As President of the Association, he hopes to encourage as much industry involvement as possible, as he feels that activities such as participating at the Board Meeting have a deep impact on the perspective of the individual.

NAAA VICE PRESIDENT

Rick Richter

Richter Aviation, Inc.
Maxwell, CA

An NAAA member for the past decade, Rick Richter has been an officer for the California Agricultural Aircraft Association since 2002, filling such positions as Secretary/Treasurer, Vice Chairman, and Chairman. He joined the NAAA Board of Directors in 2008.

Rick knew from an early age that he *had* to fly, and he realized that dream while studying agriculture at Chico State College in 1972. Looking for a way to incorporate his love of flying with his love of agriculture and farming, Rick went to work for his

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cousin Paul Richter's aerial application business in 1976 and began flying ag there in 1979. In 1983, Rick ventured out on his own with one plane, one truck and a hard working wife to keep the books. Rick returned to work with his cousin's operation in 1988 and eventually bought the business in 1997.

Today, Richter Aviation has a fleet of four Ag Cats and services over 30,000 acres of rice, alfalfa, grain, and pastureland. Springtime finds Rick's crew seeding rice paddies and applying herbicides and grass control products. In the summer, it's fungicides and fertilizers. Rick recently acquired the land and airport that he flies from and farms 550 acres of rice.

Rick lives in Maxwell, CA with his wife Brenda and two of their children. Their third child is expecting and Rick will be a granddad for the first time before this magazine hits the presses. His youngest son, Nick, has his ratings and is looking forward to one day taking the reins of this family business.

If Rick could get one message out to everyone in our industry, it would be the importance of membership at the national level in support of the NAAA. Rick feels that only through this sort of solidarity can the people of our industry speak authoritatively with a "united voice."

NAAA SECRETARY

Brent Short

M M Satterfield Aviation Fuels
Conway, AR

Brent Short has been the Associate Representative of the Arkansas Agricultural Aviation Association since 2002, and joined the NAAA Board of Directors in 2003 as the Board Representative for the Allied Support Division. He currently serves on the Allied Industry Committee. Brent also joined the NAAREF Board this year.

He has worked at M M Satterfield Aviation Fuels for 25 years. The business is one of the largest distributors of ConocoPhilips aviation fuel, supplying fuels throughout Arkansas, Louisiana, Mississippi, Missouri and Texas. Working in accounts, sales, and customer support Brent deals closely with a large number of ag aviation clients, who make up a good 75% of his client base. That being the case, it seemed only natural to Brent that he get more deeply involved in the ag aviation industry. He has been a long standing Allied industry member of the NAAA.

Brent and his wife, Michele, have found their participation at industry events and with the Board of Directors to be deeply gratifying. They have thoroughly enjoyed getting to know people from across the United States who make the ag aviation industry tick.

In addition to serving as an officer for the NAAA, Brent is a member of the Arkansas Oil Marketers Association.

NAAA TREASURER

Dana Ness

Ag Air Inc.
Chester, MT

Dana Ness is the owner/operator of Ag Air Inc, which has two locations in North Central Montana - one in Chester, MT, and the other in his home town of Rudyard, MT. Ag Air is a family business that was started by Dana's father, Buster Ness, in 1958. Dana feels lucky to have grown up around ag aviation. He got his start by fueling airplanes and cleaning windshields. He worked his way up to loading for a few years and started flying ag in 1998.

The operation sprays mostly herbicide on wheat and barley, with some occasional range and insect work. They operate two 301 Air Tractors.

Dana and his wife Courtney were married in 2003 and have two children; daughter Maren (3), and son Aiden (4 months). Together, Dana and Courtney operate both Courtney's and Dana's family farms, which raise mainly hard red winter wheat.

Dana is a member of his local commercial club, and has been an active member of the local fire department for 19 years. He has been active in the Association of Montana Aerial Applicators for many years, and has held all of the officer positions with that Association. Additionally, Dana has been active on the NAAA board for 5 years and feels honored to be serving this great organization.

As NAAA Treasurer, Dana hopes to increase awareness of the value of belonging to one's state association *as well as* the national association. Furthermore, he is committed to supporting the sound financial structure created at the NAAA. ■

Incoming WNAAA Officer Team

WNAAA PRESIDENT

Elaine Gustafson

Crop Air, Inc.
Eaton, CO

Elaine was born and raised in Northeastern Colorado. Growing up in an agricultural community, she thought she understood agriculture, but as she matured, she realized that she had a lot to learn. Over the years she has come to understand the enormity of what farmers, and others who are involved in agriculture, have to deal with each year. Elaine has been a bookkeeper and accountant for most of her working life. She lived and worked in California after graduating from High School, but always felt that there was no place like home. Living close to the Rocky Mountains has always made her happy, and now they're close enough to get away to - even if only for an afternoon.

Elaine met her husband, Dana, when she was working for a chemical supplier in Greeley, CO in 1982. They were married in 1985 and Elaine started working full time with *Crop Air, Inc.* in Eaton, CO in 1987. *Crop Air, Inc.* employs two Turbine Air Tractors: a 400A and a 502B. Their season starts about mid May and is pretty much over by the first part of September. Their main crop is field corn. The company also treats sugar beets, onions, barley, wheat, pinto beans, alfalfa and a few sunflowers.

Elaine loves learning new things and is always up for a new challenge. She has been involved with the WNAAA off and on for the last 15 years and has enjoyed the experience very much. In 2000/2001 she was Co-Chairman of the Education & Public Relations Committee. She served as Secretary of the WNAAA in 2007 and as Treasurer in 2008. Elaine feels that her new role as WNAAA President will be a wonderful experience and that the WNAAA members are a fine group of women. She is proud to be associated with each of them!

In addition to her activities at the National level, Elaine is involved with the COAAA and has served as Secretary of that organization.

Elaine is very proud of her family. She and Dana have two daughters. Their oldest daughter has earned her CPA and works at a firm in Fort Collins, CO. Their youngest daughter lives in Denver, CO. Elaine also has two granddaughters, and she is thankful that they aren't too far away from her.

When they can find the time, the Gustafsons like to get away for extended weekends on their Honda Goldwing motorcycle. They love their time on the bike, even it's only for an afternoon ride in the mountains.

Elaine believes that this will be a very exiting year, and she is looking forward to working with an amazing executive committee.

WNAAA VICE PRESIDENT

Jane Barber

Brett's Spray Service, Inc.
Onida, SD

Jane Barber has been involved with the NAAA since 1992 and she took her first term as South Dakota Director in 1994-95. Her latest term on the WNAAA Board, as the Women of South Dakota Aviation Association representative, has been since 2003. Jane has been President of the Women of the South Dakota Aviation Association many times over the years, often alternating that responsibility with Marci O'Connell. She served as WNAAA Vice President in 2008. In addition to her various state and national level officer positions, Jane has been an Athena presenter since 2005.

The Barber operation, *Brett's Spray Service, Inc.*, is in Onida, SD, a small town 35 miles north of Pierre, which is the state capitol. The Barber's season generally begins around mid-April and runs through September. Their company treats winter wheat,

spring wheat, corn, a few soybeans, and sunflowers. The area around Onida is exceptional for generating the largest Sunflower production in the US!

Brett's Spray Service has been in business since 1986, when Jane's husband, Brett, purchased it from Dale and Colleen Uhl. Today, the business is owned by Jane's stepson Terry Barber who runs the spray service operation and is also their mechanic. Jane works hard maintaining the office. While she *does* do some of the mixing and loading, Jane says she leaves the remaining "heavy stuff" to Terry. Since Terry has taken over the business, he has upgraded from one AT 502 and an AT 301, to two AT 502's. Jane's brother in law, John Barber, also works for the operation as a full time pilot. In Jane's area there are 8 spray operations in a 35 mile radius! She says that everyone stays busy and that the competition is friendly.

Terry and Jane also own *Star-Flex*, a business that sells antenna mounts (designed and patented by Brett Barber and Terry Gross) through dealers across the US. Brett passed away in 2003 and Terry Gross in 2007.

Outside of her obligations with *Brett's Spray Service*, Jane occupies her time as Worthy Matron of the Onida Eastern Star #138, as an Elder for the Onida Presbyterian Church, as Secretary for the Okobojo Chapter of Pheasants Forever, as the Sully County Coroner, and most importantly, as Grandma to Sully (5), Lilly (2), Walker(1), Gavin(1) and Avery (9mo).

As WNAAA Vice President, Jane would like to focus on mentor programs for ag pilots, as she feels that bringing in and giving a start to the younger pilots is critically important

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to the continued survival of the aerial application industry.

WNAAA SECRETARY

Ellen Rau

Medina Flying Service
Medina, ND

Currently the North Dakota WNAAA Director, Ellen has served as both the Scholarship and Policy & Procedures Chairman. The WNAAA Secretary position is her first officer position.

Together, Ellen and her husband, Brian, own *Medina Flying Service*, which is located in central ND. The company sprays wheat, corn, soybeans, sunflowers, and irrigated potatoes, which are grown for French fry production.

When the irrigated potatoes came into production in their area eight years ago, Ellen's husband , Brian, found that he needed help getting the loading and spraying done, so that he would have enough time left over for the couple's farming pursuits. Ellen volunteered, and has been Brian's ground crew ever since. In addition to loading, Ellen provides customer support, does the company's billing, and handles other administrative tasks. *Medina Flying* service is about a quarter of a mile from Ellen's home and one of her great pleasures is riding her bike back and forth from the house to the hanger between loads. Ellen "cracks open" the hanger door at 5:00 a.m. each day, and she loves watching the sun come up every morning. According to Ellen, the best part of her job is working together with her husband every day. The worst part, she says, is cleaning the bugs off the plane's windshield!

Ellen and Brian have two married children, Tara and Andrew, and one grandson, Gage.

During her tenure as WNAAA Secretary, Ellen is committed to helping all of the meetings run smoothly and to keeping careful and conscientious records.

WNAAA TREASURER

Julie Broussard

Broussard Flying Service
Morse, LA

Julie and her husband, Lewis, make their home in Acadiana, LA. Though the nearest urban center, Lafayette, is about 35 miles to the East, Julie says that there is nothing like living in "rice and soybean country."

The Broussards have been married for forty two years. They have one son, three daughters, one granddaughter, and four grandsons. They expect two new grandchildren in 2009. Julie and Lewis are in love with their grandkids! Keeping family ties strong is a priority and they cherish the times when everyone can gather for dinner and special occasions.

After serving for four years in the Air Force and working eight years as a mechanic and pilot, Julie's husband, Lewis, came home one day and announced that he planned to start his own flying service. He bargained with Julie, telling her that if she would be willing to work in the office for at least five years, she could then return to being a housewife. That was nearly thirty years ago and, according to Julie, she's finishing her sixth hitch as both office manager *and* housewife! As office manager, Julie is occupied with scheduling, billing, client interface, and other odd jobs related to keeping the business running smoothly.

The Broussards started their business with two 1340 AG-Cats on a dirt strip with an old trailer for an office, and a 10'x10' shed for chemical. Today they own one AT-602 and five AT-502s. They operate from a private concrete airstrip with two large hangars. They also have a satellite base near Basile, Louisiana. In addition to their ag aviation operation, the Broussards have three hundred acres which produce rice and soybeans.

Julie became acquainted with WNAAA when Lewis was elected President of the LAAA and attended the NAAA leadership training program. She served as President of WLAAA for three years. She was then chosen to serve as WLAAA Director to the WNAAA - a role she has occupied for the last four years.

As a WNAAA Officer Julie plans to focus on helping the WNAAA and the NAAA to continue to recognize and promote safety in our industry. She would also like to find ways to make the public more aware of the great services our industry provides. ■

NAAA's 42nd Annual Convention & Exposition

By John Aaron Blanchette, NAAA Manager of Communications

IN REVIEW

Convention attendees got a close look at cutting edge products and services on the trade show floor.

The 42nd annual NAAA Convention & Exposition in Las Vegas, NV was a triumph, with the highest attendance numbers since 2003. Without our sponsors, exhibitors, and especially our attendees, our convention could not be successful. Thank you to everyone who contributed to this year's event!

Things got off to a dramatic start Monday morning at the Kickoff Breakfast with a thrilling tale of courage and survival as ex-military Strike Eagle pilot, Brian Udell, told his harrowing story of hardship and determination. Captain Udell not only survived ejecting from his plane at almost 800 miles per hour (the highest speed ejection in history), he also managed to cling to life, while struggling with terrible injuries, for hours in the open ocean before rescue. Afterward, Captain Udell would persevere to overcome his injuries and return to the Strike Eagle. This heart rending, inspirational presentation had the audience laughing and crying, thankful for our blessings, and grateful for the precious gift of life. This was a presentation which reminded us of the importance of faith and calm determination, and it was enjoyed by all. Thank you to BASF for sponsoring this event.

Attendees had the opportunity to listen to informative ag-aviation related presentations at Tuesday's General Session.

After breakfast, we shifted into the educational and informative ASABE (American Society of Agricultural and Biological Engineers) Technical Sessions. This year's sessions featured in depth presentations on topics such as improving canopy coverage, the effects of adjuvants on spray coverage, preliminary evaluations of low volume Headline® application technology, and spray spectrum modifications through changes in airspeed to minimize drift. There were ten sessions in all, and each of these important and informative presentations and papers will be available at http://www.asabe.org/.

Monday afternoon also saw the beginning of the popular concurrent sessions. Monday's sessions included modules on

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NAAA Vice President Rick Richter and Guest Speaker Dr. Debbie Edwards, Director of EPA's Office of Pesticide Programs, check out Air Tractor's new two-seat training aircraft, the AT-504.

FAA and security issues, Honeywell Engines, a helicopter round table, an aerial firefighting session, and a hull and liability insurance session presented by *PROAIR*.

The FAA/Security Session included information from David Childs, Coordinator of FBI's Civil Aviation Security Program, Craig Holmes, Manager of the FAA Certification & General Aviation Operations Branch and Andrea Vara, a Management Analyst with TSA's Office of General Aviation. Mr. Childs stated that there were no new security threats to our industry but that it is important to maintain vigilance. He also reiterated the need to install hidden security switches to protect our aircraft from terrorists, theft and vandalism. Mr. Holmes gave an overview of the duties preformed by the AFS-800 General Aviation and Commercial Division of which he is a part. He also answered some specific questions on the pilot's possible actions when faced with a suspected violation of the FARs.

Ms. Vara explained the proposed security regulation contained in a new Notice of Proposed Rulemaking (NPRM) which is referred to as the Large Aircraft Security Program (LASP). Due to the rulemaking process, she was unable to answer specific questions on the proposal but she stressed the importance of submitting comments on the NPRM in order to ensure that rules are realistic and practical to the aviation community. The LASP suggests new security regulations for the operation and security of aircraft with a maximum certificated takeoff weight (MTOW) above 12,500 pounds and certain airports serving those aircraft. Some agricultural aircraft will be above this weight threshold and would be applicable to these rules. This NPRM, with the docket number TSA-2008-0021, is available for viewing and comment until February 27, 2009 on the government's rulemaking web site at http://www.regulations.gov.

Convention attendees had a great time at Monday's Welcome Reception, sponsored by Bayer CropSciences. This event gave attendees the opportunity to reconnect with friends and associates in the industry. This was an incredibly popular event with over 900 attendees!

Following an information-packed breakfast held by *CP Products* on trends in the agricultural aviation industry, NAAA Executive Director Andrew Moore addressed the association's membership at the NAAA business meeting which was held Tuesday morning. Andrew spoke about industry related government relations issues and gave an overview of important NAAA projects such as a new promotional and educational video, *Aerial Application's Growing Role*, and the installation of a refurbished Ag-Cat at the Smithsonian Institution's National Air & Space museum (see article, Pg. 19). During the meeting, NAAA members had the opportunity to bring forward and discuss issues of particular concern to themselves and their industry. Following the business meeting, guest speakers Dr. Debbie Edwards, Bill De Decker, and Dr. Abner Womack gave presentations at the general session. Dr. Edwards touched on EPA issues such as crop protection product's affects on spray drift, occupational exposure, endangered species, and containment issues, which impact the aerial application industry. Following Dr. Edwards, Bill de Decker of *Conklin & de Decker Aviation Information* gave an insightful presentation which emphasized winning customer relations strategies for marketing an aviation business. Dr. Abner Womack concluded the general session with an overview of the current economic situation and how it applies to agri business.

At noon on Tuesday, the tradeshow commenced as NAAA President Bob Bailey opened the floor with a ribbon cutting ceremony. This year's show welcomed a five year high number of attendees. By the close of the show on Wednesday

afternoon, over 1,500 attendees and exhibitors had taken advantage of this one of a kind ag aviation experience.

Adding to the success of this year's convention was the live auction which was held on Tuesday evening, immediately following the auction reception, which was generously sponsored by Syngenta Crop Protection. During the auction, Las Vegas style "Blue Men" worked the audience, as bidders competed to win their item or items of choice. The auction was a huge success for both the NAAA and WNAAA, raising over $119,000.00!

Wednesday saw a continuation of the Concurrent Sessions, with presentations by CP Products, Dynanav Systems, Ag-Nav, Pratt & Whitney Canada (turbine engines), and Hemisphere GPS. The NAAA Chemical Division also hosted an interesting session on new crop protection products that will be hitting the market soon. Monsanto, Syngenta, Garrco and DuPont all made presentations at this session. The convention's final Concurrent Sessions were held on Thursday, with presentations from Walter – GE Engines, Air Tractor, Thrush Aircraft, Ag Sync, Pratt & Whitney Canada (piston engines), and AgriSmart Information Systems. The Com*paass* Rose program, which is an educational session for low time and new pilots, was also held on Wednesday and Thursday.

Friends and business associates had the chance to reflect on the previous week during Thursday's farewell reception. Following the reception, the convention came to a close with the farewell banquet and awards ceremony, which was sponsored by DuPont Crop Protection and Allianz Aviation Managers, LLC. Each year during this time, the NAAA recognizes its outgoing officer team and welcomes its incoming officer team.

2008 Outgoing Officers were: NAAA's President Bob Bailey, Vice President Danny Tinnes, Secretary Eric Klindt, Treasurer Brian Rau, and WNAAA's President Patti Cline, Vice President Jane Barber, Secretary Janice Everett, and Treasurer Elaine Gustafson.

2009 Incoming Officers are: NAAA's President Doug Chanay, Vice President Rick Richter, Secretary Brent Short, Treasurer Dana Ness, and WNAAA's President Elaine Gustafson, Vice President Jane Barber, Secretary Ellen Rau, and Treasurer Julie Broussard (see articles beginning on page 11 and 14).

In addition to these yearly recognitions, banquet attendees were treated to a couple of other interesting attractions. During dinner, a slideshow was presented which featured photos chronicling the recent installation of a 1963 Ag-Cat at the Smithsonian Institution's Udvar-Hazy Center. Banquet guests were also treated to the very first public showing of the new NAAA promotional video *Aerial Application's Growing Role*.

The banquet culminated with NAAA's yearly awards presentation, where those within, and with close association to, our industry are recognized for their singularly noteworthy contributions to our industry and to society at large. This year's recipients included Joe D. Vaughn, Neil Strong, Clyde Kornegay, Dale Thomas, Angie Banz, Lou Stokes, Mike Bailey, Frank Kimmel, and Leif Isaacson (see sidebar for a list of winners and award explanations).

A special award was given this year to Leland Snow of Air Tractor in Olney, TX. Mr. Snow was recognized for a lifetime of outstanding service and achievement in the ag aviation industry at the 50th anniversary of his aircraft being built in Olney, Texas.

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A "Blue Man" poses with potential bidders at Tuesday night's Live Auction.

Once again, a drawing was held to choose a recipient of the Wayne Handley Aerosports, Inc. Aerobatic Course. This year's winner was Chad Frey of Idaho, he will receive a registration to the aerobatics course. For information about this exciting course, visit www.waynehandley.com. During the live auction held Tuesday evening, Mike and Al Schiffer, of Al's Aerial Spraying, LLC submitted the winning bid for the symbolic helmet representing the Harold Miller Safety Award. As the winning bidder, they will also receive one registration to the aerobatic course.

Congratulations to all of this years award winners!

Don't forget to nominate worthy individuals who you feel should receive an award. Explanations of award categories, as well as an award nomination form, can be found at www.agaviation.org by clicking on the "Membership" link.

Please join us next year, December 7th through December 10th in Reno, NV for the 43rd annual NAAA Convention and Exposition. We'll see you there!

Award recipient Joe D. Vaugh kisses his wife, Marie, after being recognized with NAAA's Agrinaut Award.

2009 NAAA Awards Winners

Agrinaut Award - Joe D. Vaughn
Joe Vaughn Spraying, Inc., Kress, TX
Given to an aerial applicator operator or organization that has made an outstanding contribution in the field of ag aviation operations.

Allied Industry Individual Award - Neil Strong
Syngenta America, Inc., Moneta, VA
Given to an allied industry individual who has significantly contributed their efforts for the benefit of allied industry and their exhibit efforts in the aerial application industry.

John Robert Horne Memorial Award - Clyde Kornegay
San Benito, TX
Presented to a pilot with five years or less experience in the agricultural aviation industry who has an exemplary safety record and/or has contributed to safety in ag aviation.

Larsen Miller Community Service Award - Dale Thomas
Thomas Helicopters, Inc., Gooding, ID
For outstanding contributions by a member to his community.

Most Active Woman Award - Angie Banz
Hardy Aviation Insurance, Inc., Wichita, KS
To recognize an outstanding contribution of a woman who is active in the affairs of the industry or the association.

Opal & Bill Binnion Award - Lou Stokes
Stokes Flying Service, Earle, AR
Given to an individual who contributes their time and effort to the WNAAA and educating the public about aerial application.

Outstanding Service Award - Mike Bailey
Bailey Flying Service, Dalhart, TX
Given to individuals who provide outstanding service to the commercial agricultural aviation industry or to its association.

Related Industry Award - Frank Kimmel
Kimmel Aviation Insurance Agency, Inc., Greenwood, MS
For Outstanding contributions by an allied member and his company.

William O. Marsh Safety Award - Leif Isaacson
Desert Air Ag, Terreton, ID
Given for significant achievements in safety, safety education or an outstanding operational safety program.

2008 NAAA Convention

NEW PRODUCTS & SERVICES HIGHLIGHTS

Representatives of AG-Nav show their wares at the 2008 NAAA Convention & Exposition.

Attendees at the 2008 NAAA Convention were treated to a host of new products and services introduced on the Trade Show Floor and in the concurrent and company sponsored sessions. Here is a synopsis of **some** of these innovations. NAAA requested information from all exhibiting companies via its November 2008 Allied Industry Newsletter. The following reflects that information which was submitted to the Association. For further information be sure to check each company's website.

AgNav

This year Ag-Nav Inc. introduced the new **Ag-Nav CONECT** which allows uploading and downloading files from your Aircraft wirelessly.

Another new product is the **SPRAYVIEW** software for an applicator's GIS needs. According to AgNav during the 2008 season many customers used this software to get accurate maps and geo-referenced data for their application. Last year AgNav introduced the NAV BAR aerial steering indicator; this new light bar is similar to the popular Smart Bar. The NAVBAR is able to give you four alphanumeric messages with four digits for each selection, thus displaying more accurate information. According to AgNav this new design is brighter than any intelligent light bar on the market. It is light weight and aerodynamically designed to fit any type of aerial application aircraft. Options for the new light bar include a large external model to be used on most fixed wing aircraft. Also a smaller model for internal use is available as well for helicopters or small aircraft where space is a constraint.

More information on Ag-Nav products may be found at www.agnav.com.

AgriSmart Information Systems, LLC

The NAAA Convention & Exposition gave many aerial applicators the opportunity to take a look at **Flight Plan Online**, an information management system for aerial applications. Here are just a few of its features:

Surety® Maps by AgriData, Inc. is the mapping program used to generate job orders. Many operators are already familiar with Surety® Maps, which give them the ability to identify fields by aerial imagery and FSA field boundaries.

According to AgriSmart, the **sensitive area database** allows the operator to plot bees, vineyards, organic crops, acreages, obstructions, and the like. Whenever a job is created that falls within the defined perimeter of the sensitive area, the job is automatically flagged, allowing the operator to look at the situation and decide what action to take.

To provide **as-sprayed imagery**, Flight Plan Online takes log files straight from the spray card and produces as applied

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Air Tractor's new AT-504

imagery directly to any application reports and invoices that the operator chooses to include them on. Invoices can literally be sent out the same day the job is sprayed.

And certainly the ability for Flight Plan Online to help an operator **assign jobs in the most efficient manner possible** is important. For more information on Flight Plan Online visit their website at www.agrismartis.com or give them a call at 800.890.6945.

AgSync, Inc.

AgSync is an internet-based aerial and ground order management system that, according to AgSync, Inc., dramatically improves office productivity and efficiency in handling orders.

The concept was tested in 2007 as a mapping and order management tool for the corn fungicide program. The 2008 AgSync Order Management System has been enhanced in capabilities, allowing for unlimited number of users, and improved user friendliness.

Features include creating shape files with a click of a mouse, saving fields under client, farm, field format, viewing fields individually or in multiples on several different background layers, creating future orders for planning purposes, pre-orders, instant orders, mission planning for single and/or multiple orders with the ability to sort by dealer/product/airport.

Mission plans can be created with an overall map, load sheets for dealers specifying quantities of product needed. Individual work orders for each field include satellite picture/road map, with lat. longs and load quantities for the field. Work orders can be printed or e-mailed while the exported shape files can be imported directly into Satloc and Trimble GPS with shape files for AgNav's No 1. Reports include retailer summary of work orders, pilot completion field/acre summary, product applied/inventory records, and billing summaries.

Users can view the status of their orders on-line and print reports as needed including completion data which can be up-dated remotely. The software was expected to be released December 2008. For more information call 877.923.5832 ext.714

Air Tractor

Air Tractor, Inc., of Olney, Texas, brought its newest aircraft along with a series of other Air Tractor innovations.

Topping the list of introductions was Air Tractor's first side-by-side, two-seat training aircraft, the **AT-504**. Based on the company's AT-502B airframe, the AT-504 delivers excellent speed, flight handling characteristics and payload capacity.

The side-by-side seating of the AT-504 offers a popular configuration for training new pilots, providing the optimal

seating setup to properly check and train the next generation of ag pilots.

Also unveiled at the convention was an improved **Generation II Fire Retardant Dispersal System (FRDS)** for the Air Tractor AT-802F and 802AF. With the primary goals of increased reliability and ease of maintenance, the many design improvements provide even greater drop precision and reliability to the proven Air Tractor FRDS system.

Another introduction was the **AMSAFE Aviation Inflatable Restraint (AAIR)** airbag system, developed jointly by Air Tractor and AMSAFE, Inc. of Phoenix, Arizona. The AAIR system is a cutting-edge safety enhancement which will be standard on 2009 production Air Tractor aircraft, and is retrofittable on all models. The AAIR system consists of two gas inflators, an electronics module (with batteries and crash sensor electronics) and seat-mounted strap. When sensors detect a major crash event the system deploys the airbags within milliseconds to protect the pilot's head and torso - greatly reducing neck, head and facial injuries.

Also introduced at this year's NAAA show was a **new flap actuator** for Air Tractor AT-802 and AT-802A aircraft. The heavy-duty design, which was designed and tested for the AT-1002, can be retro-fitted to aircraft in the field. The new flap actuator offers a many improvements that increase longevity and ease of service in the field.

Air Tractor produces a line of aircraft that includes 400, 500, 600 and 800-gallon capacity planes powered by Pratt & Whitney piston or turbine engines. For information about Air Tractor aircraft, or for the name of the nearest authorized Air Tractor dealer, contact Air Tractor, Inc. at 940.564.5616 or visit www.airtractor.com.

DynaNav

The business model of Dynanav Systems Inc. is based on the design, manufacture and in some instances the integration of other products that complete the range of industrial GPS guidance and data gathering systems offered by the company.

According to DynaNav, feedback is a critical component in the growth of DynaNav Systems Inc. As a result of this ongoing contact many ideas have evolved into sound commercial products and services of which the following have recently been introduced;

"Google mapping", was integrated into the office management software as a useful tool for reporting and administrative purposes

Ag-Lasers "LaserAce", was integrated into the DynaFlight systems and is offered as an option that will provide accurate height guidance, useful in many Aerial Ag operations

"ServicePak "provides continuous service support for a small annual fee. It ensures that all operating product is kept current and virtually eliminates "downtime"

The following products and services were introduced at the NAAA 2008 Convention and Show;

The "Communications Centre", has been added to the DynaNav web site. This provides the Aerial Ag industry with a Forum that has many headings of interest to the industry and that will provide a venue for information, discussion and debate purposes.

A revision to the "Roadway" guidance screen has been made with the introduction of "Ticklers™". These provide further intuitiveness to the system while in the flight guidance mode.

Revisions to the Office management software include the addition of load reporting facility and improved back-up and restore capability.

Full details of all Dynanav products and services are located at www.dynanav.com.

Precision Laboratories

Precision Laboratories is a provider of specialized chemistries applied to plants, seeds, soil and water to maximize resource and biological performance potential while providing good stewardship for the environment.

Precision Laboratories has introduced Protyx Aerial™, a new product that expands the Protyx™ Fungicide Activator brand to include treatments applied by aerial application equipment.

Protyx Aerial is an activator adjuvant specifically formulated to enhance the performance of a wide range of fungicides,

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Eye catching imagery drew attendees to the Thrush booth.

and their tank mixes, when applied by aerial application equipment. Protyx Aerial combines fungicide activation technology of Protyx with phytobland oils and phosphate esters to enhance deposition of fungicides and insecticides into the target crop canopy, buffer the spray solution and improve compatibility.

Based on Protyx, launched in 2004 as the first adjuvant technology developed specifically as a fungicide activator, Protyx Aerial is designed to comply with basic fungicide manufacturer's label requirements that require the use of paraffinic oils in aerial applications. "While utilizing the proven fungicide activation technology of Protyx, we were able to create a formulation that helps the farmer produce a better crop and helps the aerial applicator handle less product," explains James Reiss, vice president of Agricultural at Precision.

"Protyx has been very successful since its inception in December 2004, but was limited by the oil containing aerial application requirements," says Richard Wohlner, president of Precision Laboratories. "Protyx Aerial not only complies with the requirements but stands out as another example of unique technology that helps applicators and growers to manage their resources while maximizing the potential of modern agricultural production." For more information about Protyx Aerial visit www.precisionlab.com/protyxaerial or call 800.323.6280.

Thrush Aircraft Inc.

In 2008, Thrush Aircraft manufactured 28 aircraft - sold in ten different countries. The 510 Turbo Thrush continues to be the top seller with Thrush Aircraft making multiple improvements to it in 2008. Thrush is making steady progress toward certification of the 510 Thrush at its true operational weight. This summer, Thrush Aircraft's DER flight test pilot flew the aircraft at 10,500 pounds and found it met all performance requirements at the higher gross weight. All 510 Thrushes have been structurally substantiated to 10,500 pounds since 2003.

Thrush partnered with Turbine Conversions to add Single Point Refuel as an option for the 510 and 550 models. According to Thrush, the system adapts easily to fuel systems from 1" to 2", automatically shuts off at the pilot selected fuel level, and is an excellent safety feature for all operations.

Thrush also added Micro AeroDynamics' MICRO VGs as on option for the 510 model. With the FAA scrutinizing field approvals, Thrush has added the AgNav Guia GPS to the Type Certificate on the 510 and 550 Thrush. The AgNav unit can now be installed on the manufacturing line and will also facilitate field installations on older model Thrushes. Visit www.thrushaircraft.com or call: 229.883.1440.

Walter/GE Aviation

GE Aviation has launched a new Walter Aircraft Engines turboprop derivative engine, the M601H-80, for new and retrofit aircraft serving the agriculture, utility, and general aviation segments. GE Aviation acquired certain assets of Walter Engines, a $28 million company with a long history in the aviation business, in June 2008.

The new M601H-80 engine, with up to 800 shaft horsepower (shp), incorporates the latest GE technology, including 3D-aero design and advanced materials in the compressor and turbine, new nozzle guide vane material in the gas generator and power turbine, new material in the combustor liner and GE's blisk design in the axial compressor.

"The new M601H-80 engine offers several significant step changes in performance compared to the existing M601F engine, including a 7 percent improvement in fuel efficiency and an extended service life of 3,600 hours and 6,600 cycles between overhauls," said Paul Theofan, president and managing executive of GE Aviation Czech operations, which includes Walter Aircraft Engines. "We have already conducted several design evaluations and component tests on the new engine, and the results have exceeded our expectations."

GE Aviation's Business Jet Operations Center will extend its product support offerings to operators of Walter M601 turboprop engines. The 24-hour/seven-days-a-week Business Jet Operations Center, headquartered in Cincinnati, Ohio, provides rapid and single-point-of-contact support to operators of business jets powered by GE's CF34, CF700 and CJ610 engines, CFM International's CFM56 engines, and Walter Aircraft Engines M601 engines. Product support technicians work with engine operators to ensure a quick response to needs, such as parts availability, trouble-shooting and field issues.

GE's Business Jet Operations Center toll-free contacts in the US are: 877.456.JETS or 877.456.5387. International operators can call 513.552.JETS or 513.552.5387 or email: bizjetops@ge.com. For more information, visit us at www.ge.com/aviation.

The introduction of innovation in industry products and services is basic to the NAAA Convention and Exposition. One hundred and fifteen exhibiting companies participated in the 2008 NAAA Convention this year. For a full listing of exhibitors, please visit the NAAA website at http://www.agaviation.org/2008convfloorplan.htm. You can log into the NAAA Members Only section to search for each company's website address. For further questions, please call NAAA at 202.546.5722 for additional contact information.

We appreciate the companies listed above for taking the time to provide information for this article. If your company has news to share about new products or services, please contact NAAA at information@agaviation.org. ■

Attendees inspect a Walter M601 Turboprop

2009 NAAA Convention Sponsors

Thank you to the following companies who are sponsored events at the NAAA Convention

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Kenny Hirsch & Brandon Carter S-2A Airplane Restoration Memorial Fund Established

Jim Hirsch, long time NAAA member and Vice President of Engineering for Air Tractor lost his 20 year old son, Kenny Hirsch, in an accident in mid-November. Kenny and his best friend Brandon Carter both lost their lives in four wheeler-motorbike accident. The NAAA has set up a memorial fund called the Kenny Hirsch & Brandon Carter S-2A Airplane Restoration Memorial Fund.

This fund has been set up as a special way of honoring Kenny and Brandon to fulfill a dream project that Kenny, Brandon, Jim Hirsch and a friend Ricky Ward had in the works at the time of the accident. Jim purchased a 1959 Snow Model S2A Airplane Serial Number 25 that the four of them were restoring for the National Agricultural Aviation Museum and Hall of Fame in Jackson, Mississippi. Upon completion, the airplane will now be dedicated in the museum "In Memory of Kenny Hirsch and Brandon Carter."

Memorials for the project may be sent to the Kenny Hirsch/Brandon Carter S-2A Airplane Restoration Memorial Fund, c/o NAAA, 1005 E. Street, SE, Washington, DC 20003. ■

By John Aaron Blanchette
NAAA Manager of Communications

FLYING INTO HISTORY

'It was turquoise and white – a real ugly duckling. No one wanted to fly it! We bought it as a joke and used it to dust sulfur with and train pilots on. But we flew that plane till it wouldn't fly anymore. It was the company "beater…"' These words from the plane's one-time owner, Ralph Holsclaw of Growers Air Service in Woodland, CA.

Ralph Holsclaw of Growers Air Service in Woodland, CA, NAAA Executive Director, Andrew Moore, and Dick Reade of Mid-Continent Aircraft Corporation of Hayti, MO look on as the Ag-Cat nears its final place of honor at the Smithsonian Institution.

Prior to World War II, there were no aircraft specifically designed for aerial application. Though some planes, such as the WW I war surplus Curtiss OJN-4D Jenny and the Petrel 5 military/commercial biplane, had been pressed into agricultural service and retrofitted for the purpose by companies such as Huff-Daland, no planes had been completely engineered for agricultural aviation. After WW II, food production in the United States increased dramatically and there was greater demand than ever for aerial application. Seeing the need for an ag-specific aircraft, Grumman Aircraft Company designed the Ag-Cat and introduced it in 1957. Early pilots were impressed by how well the plane handled, and by its low stall speed of 67 mph. Also noteworthy was the plane's high-visibility, high impact resistant cockpit.

AG CAT SPECS

WINGSPAN:	10.95 m *(35 ft. 11 in.)*
LENGTH:	7.11 m *(23 ft. 4 in.)*
HEIGHT:	3.27 m *(10 ft. 9 in.)*
WEIGHT:	Empty: 1514 kg *(3335 lbs)*
GROSS:	2040 kg *(4500 lbs)*
ENGINE:	Pratt & Whitney R-1340, 600 hp
TOP SPEED:	237 km/h *(147 mph)*
MANUFACTURER:	Schweizer Aircraft Company, Elmira, New York, 1963

The Udvar-Hazy Center is an extension of the Smithsonian National Air & Space Museum. It hosts one million visitors per year, making it the second most popular air & space museum in the nation (after the main branch of the Smithsonian Air and Space Museum in downtown Washington, DC) and the second most visited attraction in the Commonwealth of Virginia. The Udvar-Hazy Center houses a collection of 162 military, commercial, and general aviation aircraft. Every plane in the collection is complete. That is, each plane has all the components which it was meant to have in its original condition. In this way, the Udvar-Hazy Center showcases both the history *and* the technology of aviation. Some of the most famous aircraft in the history of the world are on permanent display here.

It is 5:25 pm, Wednesday, October 22, 2008. A voice pervades the exhibit space, telling everyone that the Center will close for the night in 5 minutes. One group of visitors has gathered in the general aviation area. They will not be leaving with the other museum guests. It's a special night for them. These visitors have traveled from California, Missouri, and Texas. They are here to watch the installation of a very special exhibit. Their exhibit. These are the men and women representing Growers Air Service, of Woodland, CA. Joining them is the venerable Dick Reade, first President of the National Agricultural Aviation Association, Bob Bailey, 2008 president of NAAA, and staff members representing the national office of NAAA. Operator Ralph Holsclaw and his crew are here to see their 1963 Ag Cat take a permanent place of honor among our nation's historic aviation treasures. The plane, owned by Ralph and lovingly restored by two members of his crew, Peter Dabaghian and David Clarke (both licensed airframe and power plant mechanics), has been painted in its original colors of yellow and grey. The Growers Air Service logo adorns its tail and across the top of each door, where no onlooker could fail to see it, a name has been emblazoned: Dick Reade (See page 23: Dick Reade).

This Grumman G-164 Ag-Cat - serial number 207 - was originally assembled in May of 1963. Factory-issued, it had a 300 hp Jacobs R-755 A2MI engine and a Sensenich propeller. In 1974, the plane was upgraded to Super Ag-Cat standards with a 300 gallon hopper capacity and a 600 hp Pratt & Whitney R-1340 engine. Ralph Holsclaw purchased the plane in 1993. After logging nearly 13,000 hours of ag time, the plane was struck from the records on September 30, 1999, when it's engine was removed.

In 2004, the NAAA approached the National Air and Space Museum about the possibility of adding an ag plane to their collection. Not only were they interested, they had actually been seeking an aircraft to represent our sector. The NAAA alerted the ag aviation community. In August 2005, Ralph Holsclaw and Growers Air Service donated the lovingly restored Ag-Cat, made complete with a Pratt & Whitney R-1340, 600hp engine – generously provided by *Covington Aircraft Engines, Inc.* - to the National Air and Space Museum. Other companies that contributed to the plane's restoration were *Hershey Flying Service* (instrument panel and windscreen), *Spain Air, Inc.* (propeller), and *Williams Ag Service, Inc.* (cockpit fairing). In March of 2008, the completed plane was delivered to the Museum's Garber Restoration facility, where preparations were made for its eventual display at the Udvar-Hazy Center. Today, October 22, 2008, the plane will finally be placed there, among our national treasures.

A sense of pride emanates from the group as they wait for the crowds to clear and the installation to begin. Chairs have been arranged around the site and the Holsclaw crew waits in an expectant half circle, cameras at the ready, snapping the occasional shot.

Finally the moment has arrived. Dorothy Cochrane, curator of the general aviation area of Udvar-Hazy, tells everyone that the installation is about to begin. Behind her, a resonant mechanical sound begins to churn and an enormous hangar door begins to rotate out and up. A blast of sunlight slams into the dim exhibit space. The crane which will lift the Ag Cat rolls inside and slowly makes it way toward the plane.

For now, our Ag-Cat sits on the ground underneath the cables - already in place - which will suspend it from the lofty heights of the exhibit hall. But the crane has come to rest on the other side of the Lockheed Constellation aircraft. Its leveraging arm moves up and forward. A lift has also been positioned beside the Ag-Cat. It will carry the technicians up to the plane to connect the cables. Every step is carried out with utmost care. The technicians check and recheck connections. Finally, the Ag-Cat is off the ground. There is a pause as everyone in attendance catches their breath. Wow. It's moving upward, higher, and higher, and higher. The plane stops moving and the lift powers up. Two technicians board the lift, and up they go to connect the cables.

Large Photo: A technician checks the plane's position as a crane moves the Ag-Cat into place.

Small Photo: The Ag-Cat's final position will be an apparent dive over the Lockheed Constellation.

The entire crew with the Ag-Cat, just before installation. From Left to Right: Dave Clarke, Denise Clarke, Dorothy Cochrane, Andrew Moore, Steve Armstrong, Carol Armstrong, Pete Dabaghian, Cathy Dabaghian, Ralph Holsclaw, Lynne Holsclaw, Dick Reade, Bob Bailey, John Aaron Blanchette, Rhonda Rayn, and Misty Miller (Photo Courtesy of the Smithsonian Institution.)

Slowly, cautiously, the cables are connected to the plane. Then, suddenly, the plane is suspended. There it is, in a dramatic dive, as if ready to spray that final field.

The Ag Cat will forever soar, caught for all time in a dive across the middle of a much larger aircraft, the Lockheed Constellation. To the right, just a few yards away, is a Concorde, beyond that the Boeing B-29 *Enola Gay*. A Lockheed SR-71 Blackbird will keep our ag plane company. So will the Space Shuttle *Enterprise*. One feels a sense of deep reverence being near these aircraft. As Ralph Holsclaw looks on, he is not ecstatic, he does not seem "proud." He seems reverent. He knows what this moment means. This isn't "his" plane in a museum. This is agricultural aviation being recognized and commemorated at the highest level. This is a National acknowledgement of an often invisible industry - an invisible industry that feeds the world. Ralph Holsclaw and his crew have made that recognition, that *National* recognition, possible.

It's 11:00 a.m., Friday, October 31st. I've come back to the Udvar-Hazy Center to see the plane during business hours – to see the reactions of others to the yellow and grey ag plane, flying just beyond the Concorde. I arrive near the aircraft. There is a little boy pointing at the plane. His father gazes up and stares for a bit. As I watch from across the hall, I see the man crouch low, pointing again and gesturing while he speaks to his son. One curious child, one parent trying to explain, one industry becoming more well-known. And who knows? Maybe that little boy will grow up to be an ag pilot some day.

Because of this plane, awareness of the ag aviation industry will grow and our industry will not be invisible to those outside of it. On the contrary, thanks to the efforts of the NAAA, folks like Dick Reade, and in particular to the generosity of Ralph Holsclaw and his crew, Agricultural Aviation will be visible forever. Not a bad day's work for the company "beater."

DICK READE: Immortalized at the Smithsonian Institution

One of the most recognized names in ag aviation will now be even more well-known with the recent donation, by Ralph Holsclaw, of a 1963 Grumman Ag-Cat to the Smithsonian Institution's Udvar-Hazy extension of the national Air & Space Museum. When the folks at *Grower's Air Service*, Mr. Holsclaw's aerial application business in Woodland, CA, restored the Ag-Cat, they carefully added an extra detail. Prominently displayed on each side of the plane is a name: Dick Reade.

Dick Reade has been a pilot for over 60 years of his eventful life. He began flying in World War II, when he was trained on many Army aircraft, primarily the Lockheed P-38 Lightning. After his tour of duty flying in the Pacific, Dick returned to the states to pursue his education, eventually earning a degree in agriculture from Iowa State University. As with many in our industry, Dick had a love for both flying and agriculture and wanted to combine the two. In 1949, Dick bought three Stearmans, hired an ex military pilot to fly for him, and started his own company: *Mid-Continent Aircraft*.

Over the years, *Mid-Continent* grew to include other distinct divisions apart from aerial application. These included aircraft maintenance and parts distribution, aircraft sales, and aviation insurance. Additionally, the company has developed and produced aircraft loading equipment, specifically the PlaneMate loading unit which could be mounted onto a truck. These patented loaders stress performance and reliability and many units built over 30 years ago are still in use today.

As an aircraft dealer, *Mid-Continent* was one of the earliest distributors of the Grumman Ag-Cat, which was the first plane designed and engineered specifically for aerial application. Mr. Grumman wanted to call the plane the Grasshopper, but Dick asserted that since all of the Grumman fighter planes included the word Cat in their names, the ag plane should incorporate it as well. Thanks to Dick, the Ag-Cat got its well-known moniker.

Over the years, Dick Reade has been a major player in the ag aviation industry. Before the establishment of the National Agricultural Aviation Association (NAAA), Dick served on the board of directors for the National Aviation Trades Association (NATA), which represented all the different sectors of general aviation. Dick and others felt strongly that an organization was needed to specifically represent the interests of agricultural aviation. As a result, the National Agricultural Aviation Association (then the National Aerial Applicators Association) was created in 1967, with Dick serving as its very first president. Since that time, Dick has remained actively involved with the NAAA and has also served on the board of directors for the National Agricultural Aviation Museum.

As testimony to Dick's continued success and involvement in our industry, he has received numerous NAAA awards over the years. These include the Agrinaut Award (1967), the William O. Marsh Safety Award (1979), the Outstanding Service Award (2004), and the Allied Industry Individual Award (2006). What's more, Dick was inducted into the National Agricultural Aviation Hall of Fame in 1992.

It is fitting that the plane Dick named has a place of honor in a national museum. We can all be proud that the Ag-Cat has been immortalized at the Smithsonian Institution's Udvar-Hazy Center. We can be prouder still that it will forever bear the name: Dick Reade.

Dick Reade's name – immortalized on the Ag-Cat

RALPH HOLSCLAW:
Giving Back to the Ag Aviation Industry

Ralph Holsclaw purchased *Growers Air Service* in Woodland, CA in 1977. *Growers Air Service* was originally established by Herb Weggers as *Weggers Seeding and Dusting* in 1933. In 1947 Mr. Weggers sold the business to Milton and Vern Watts. Vern was tragically killed while dusting a tomato field in 1954 – the only fatality the business has sustained to date. *Growers Air Service* is extremely proud of its long history of safety in the field. Their last serious accident was in 1967. In those 31 years, the pilots at *Growers* have logged a combined total of over 140,000 flying hours – injury free.

The company changed hands again in 1967 before being purchased by Holsclaw. Ralph has been the owner/operator of *Growers Air Service* ever since. It's a large operation with a fleet consisting of three Air Tractors and two Ag-Cats. There are 15 year-round employees and up to 20 during the busy seasons. *Growers* supports a range of crops including rice, wheat, sunflowers, alfalfa, almonds, tomatoes, and even grapes. In Northern California, the grain season begins in mid to late October and runs through the middle of March. Mid April to early May sees the beginning of the rice season. As much as 50% of *Growers'* business is rice, which is all seeded by air in California. Rice season will carry through to Mid July, with each rice field will requiring a minimum of five or six applications during that time. Crop protection applications, which begin in early May, will carry through until early October, when the yearly cycle will start again.

Even as a boy, Ralph knew that he wanted to work in ag aviation. In 1957, he went to work for Daisy Walsh, of *Walsh Flying Service*. Daisy was a widow who had inherited the operation from her late husband. In 1959, Ralph joined the crew at what was then the Watts operation – later to become his own company, *Grower's Air Service*. In 1961 Ralph left to join the Army, where he served our country from 1961 to 1964. Following his tour of duty, Ralph used the GI Bill to get his commercial pilot's license. Additionally, in 1964, Ralph entered Sacramento City College. While there, he earned an AA degree in Aeronautics, in addition to his license as an airframe and power plant mechanic. In 1967 Ralph went on to enter San Jose State University where he earned a B.S. degree in Business & Industrial Management in 1970. By 1977 Ralph had purchased his own operation and has been managing it ever since. He has been a member of the California Agricultural Aircraft Association for 31 years, and has served on their Board of Directors for 25 of those years.

Early in this decade, Ralph was contacted by the Heidrick Ag History Center in Woodland, CA, with a superb collection of working antique farm equipment. The Center was missing an ag plane. They asked Ralph if he had a plane he could donate, and Ralph's team got busy restoring one of their planes, a 1963 Ag-Cat. After several years of restoration, the plane was ready and the folks at Heidricks took a look at it. Apparently, though they knew trucks and tractors, they didn't know air planes. In a letter dated March 8th, 2005, Ralph received news from the Heidrick Ag History Center informing him that though the Ag Cat was beautiful, it was larger than they realized and would simply be too big to incorporate into their exhibit space. They thanked Ralph and expressed their hope that the plane would find a deserving home.

Did it ever.

When Heidricks refused the donation of the plane, a serendipitous thing happened. Ralph contacted the NAAA about his restored aircraft and it just so happened that the

Left: Ralph Holsclaw, owner/operator of Growers Air Service in Woodland, California. In the background is one of Growers' Air Tractors treating a field of rice. Ralph donated the Ag Cat to the Smithsonian Institution's Air & Space Museum, Udvar-Hazy Center. The aircraft went on permanent display October 22, 2008 and will be witnessed by the Museum's one million visitors each year for generations to come.

Association was in contact with Dorothy Cochrane, the general aviation curator for the Smithsonian Institution about the possibility of the displaying an ag aircraft at the National Museum. And the rest is now - as they say - history. Today Ralph Holsclaw's 1963 Ag-Cat is on permanent display at the Smithsonian Institution's National Air & Space Museum's Udvar-Hazy Center. It will hang from the Center's rafters for generations to come, be visited by over a million people each year and impart a newfound appreciation of agricultural aviation for all those that set eyes on it.

As Ralph spoke at the Udvar-Hazy Center regarding his generous donation, He emphasized that this was not *his* accomplishment alone. "This isn't about me," he said. Gesturing to the men and women around him who had gathered to witness the plane's installation, and particularly acknowledging the men who restored the aircraft, Ralph wanted it known that *they* had done this. It was truly moving as he expressed his heartfelt desire that so many others be recognized - that the emphasis during this historic occasion be on *them*, and on the betterment and recognition of the ag aviation industry as a whole. ■

Solving the Profitability Puzzle:
Syngenta Combines Expertise and the Power of Two

Article provided courtesy of Syngenta's 2008 NAAA Convention Sponsorship

Rising input costs, fluctuating commodity prices, soaring fuel costs and a turbulent end to 2008 rocked the world from Wall Street to the Heartland. Add to that the typical meteorological challenges, pest problems and disease threats growers deal with on a daily basis and it becomes obvious that growers and retailers alike have to be wise in how they manage their farming operations. And growers and retailers aren't the only ones that need to consider their options carefully. Aerial applicators are in the same boat when choosing how best to serve their customers, run their businesses and whom they should partner with to remain competitive and profitable in the industry.

Syngenta products and technologies are used in a variety of ag aviation applications.

Syngenta understands the reality that growers, and the aerial applicators that support them, need to get the most bang-for-their buck. Through ongoing investments in new technology, and their commitment to providing superior products to the market, Syngenta remains focused on their partners' need to remain viable in an ever-changing world of agriculture. "Providing value, increasing productivity, investing in the future and helping our business partners enhance profitability remain driving forces behind the products and technologies we deliver," said Vern Hawkins, head of Syngenta U.S. commercial operations. Not only that, but Syngenta also recognizes one of the most valuable commodities to their partners is time.

Syngenta has developed numerous products and technologies that enable time and resources to be used more wisely. One such product is Quilt®

fungicide. By combining the proven Power of Two™ modes of action, aerial applicators simultaneously deliver a one-two punch of preventive and curative control to disease infested or disease prone fields. Quilt contains azoxystrobin, which protects against a number of yield-robbing diseases in corn, soybeans and many other valuable row crops. In addition to disease control, it also enhances Plant Performance™ which ultimately leads to increased yields.

Over the past two years alone, in Syngenta and on-farm trials, Quilt has increased corn yields an average of 10-15 bu/A through its enhanced Plant Performance benefits. Plant Performance is the combination of broad-spectrum disease control, preserving green leaf area longer, increasing water-use efficiency and improving CO_2 assimilation. In corn, this results in better stalk quality and improved ear fill resulting in higher yields and greater return on investment.

Grower Dale Appleman of Maryview Farms in Augusta, Kentucky agrees "This is the first year we have used Quilt fungicide on our corn acres. Because disease pressure had been so strong in the past years, we decided to spray a fungicide. After we sprayed, we saw a visible difference in the health of our corn. The crop had excellent stalk integrity and was visibly greener."

Pest management products which aerial applicators choose to apply comprise just one piece of the profitability puzzle. The support that customers receive for those products completes the other half. When aerial applicators choose to partner with Syngenta, not only do their clients reap the benefit, but aerial applicators experience the added benefit as well. "Syngenta definitely has the aerial applicator in mind when they are labeling and making future decisions with their products," said Max Birney of Max Birney Aerial Spraying, Inc. "Although other chemical companies have overlooked aerial applicators in the past, Syngenta includes aerial application on its product labels when it's appropriate. By doing that Syngenta is supporting our industry, and in turn, we can better help the farmer."

Syngenta also provides Max with timely information to more effectively service his customers. "Our Syngenta rep continually emails us any updates that may affect our customers so we can get a head start on any potential threats."

The profitability puzzle can seem daunting, especially in these tumultuous times. However, by combining the Power of Two and customized expertise offered by Syngenta, aerial applicators have an opportunity to maximize their resources, while providing their customers with enhanced services to ensure value and quality - solving the profitability puzzle. ■

For more information, visit www.farmassist.com or call Syngenta Customer Center at 1-866-SYNGENT(A) (796-4368).

Important: Always read and follow label instructions before buying or using these products. Power of Two™ and Plant Performance™ are trademarks and Quilt® and the Syngenta logo are registered trademarks of a Syngenta Group Company.

By Brian Rau, Operator of Medina Flying Service
and NAAA Communications & PR Chairman

CHANGING PLANES

I did it again. I decided that I needed a different aircraft for my operation. I was looking for ways to make my operation more efficient, and as a single pilot operation (as in one pilot, I am married) this usually means a larger aircraft. Actually, getting married made my operation more efficient because my wife Elly does a lot of the bookwork and loading because she, for some unknown reason, likes me. But I digress. In thinking about a more efficient operation, I considered changing planes. My aircraft at the time was a Walter powered Air Tractor 401, which was the nicest ag aircraft I had ever flown; it had plenty of power to load ratio and was a good flyer. I looked long and hard at larger Air Tractors, but decided what was best for my operation at the present time was a refurbished 500 gallon Thrush, which fit my mission and finances well.

Like most ag pilots and operators, I have several different types of ag aircraft in my background. It seems that each aircraft has taught me something different about flying and aerial application. Aerodynamics, aircraft engineering, maintenance and everything else related to flying have all been a part of my instruction in the world of agricultural aviation.

A 235 Piper Pawnee taught me the most, since it had to teach me about ag and tail dragger flying. All of my flying time before I got involved in ag was in a tricycle gear aircraft and when it came time for me to start ag, my dad put me in the Pawnee and said, "Here is what you do." This was legal at the time, as no endorsement was necessary to switch between tricycle and tail dragger like it is now. Actually, I have never been in a tail dragger that has more than one seat. (Those who have seen me land are now thinking to themselves, "That explains a lot!") Flying a small underpowered, overloaded aircraft teaches flying skills that I think some new pilots are missing; however, I wouldn't wish some of those experiences on anyone. Hopefully, the ag flight schools and mentors are able to teach the skills of ag flying today without safety being compromised.

Flying an Eagle (DW-1) agricultural aircraft was a lesson in aerodynamics because of the use of spoilers to turn a biplane with really long wooden wings. In rough air, it taught me how much wood can flex without breaking. I learned to keep my eyes off the wings in rough air as it became unnerving to watch.

Brian and Ellen Rau in front of their Thrush

Flying an Ag Cat with the doors off in the summer gave me an idea of the feeling that some of the pioneers in this industry probably felt as they flew open cockpit aircraft dusting crops.

Besides aircraft, I also learned from engines. Keeping a Pratt & Whitney 1340 engine running on an ag aircraft is a right of passage that most have been through and there are still many pilots and operators who do a good job of keeping these engines working today. I still love the sound of a 1340; however if I still had a 1340, I would be tempted to find a different profession as my mechanical skills are not great.

My current 500 gallon Thrush is continuing my never-ending instruction by teaching me that I am not as good a stick and rudder pilot as I thought I was. This aircraft has "big fuel" and I was having some trouble with fuel migration from one tank to another, which indicated that my turns were not completely coordinated. I installed an inclinometer up high in the cockpit where I could see it and the problem went away. Although I should have expected it from my past experiences, the first 50 hours in this aircraft, surprisingly, were spent asking myself, "Why in the world did I change aircraft and I wonder if that guy in Montana would be willing to let me purchase my 401 back?" I remember thinking that this has to work better, as many pilots who I know and respect fly this type of aircraft every year. Then somewhere around 100 hours, the Thrush started flying better, indicating that I had completed some of the lessons this aircraft had for me.

Looking back, changing planes is not such a bad thing. It has taught me a lot in the past and probably will continue do to so in the future if I maintain the right attitude. It reminds me of something one of my mentors said to me, "There are two things everyone must learn in life. First, there is a God and second, you are not Him." ■

"NO GUY WIRE LEFT BEHIND"

$1000 CONTEST CONTINUED

Your chance to make a difference by ensuring guy wires are more visible to ag pilots was renewed by the NAAA Board of Directors in October! The new rules will permit another year to enter a guy wire marking contest with the chance to win $1,000. The contest was extended to allow additional time to design, build and submit a guy wire marker that could be placed on any guy wire that is a hazard to agricultural aircraft. Additional points will be awarded for submitting a prototype for the judges to evaluate.

The "No Guy Wire Left Behind" contest is an exciting challenge for anyone who would like a chance to make ag aviation safer. The contest was started last year to create a marker that would help aircraft applying crop protection products to see and avoid the hazards of guy wires. Guy wires have been a danger to ag aircraft for generations. According to statistics compiled by the NAAA, over the last 10 years, an average 23 percent of ag accidents were caused by aircraft striking obstructions. Of those, 53 percent were collisions with wires. Obviously anything that can be done to mark the location of these obstructions needs to be done. Currently, a low cost marker has not been identified that could easily be attached and allow a higher degree of visibility to pilots for avoiding guy wires.

To get started: All you have to do is follow the rules and provide the necessary information to enter. The contest instructions can be found on the NAAA website at www.agavition.org. The winning marker must be low in cost, easily visible, weather resistant and have an attractive design appeal. The marker should be easily attached to the wire and be positioned at approximately 10 feet off the ground to provide the greatest visibility to the pilot.

Here is the plan: The winning design could either be furnished to the utility companies for their manufacture/use or manufactured in large quantities by a vendor and distributed on a local level to groups such as 4-H, Boy Scouts, and Girl Scouts. These groups, after receiving an order, could sell the guy wire markers to companies or individuals who placed the order. The order would be the result of a letter of notification described below.

Letter of notification: This letter, the second stage of the program, will be sent to all aerial applicators nationwide for them to use to notify companies who have existing guy wires or propose to construct guy wires that will present a hazard to aircraft. The letter will recommend that they mitigate their hazard by equipping guy wires with markers from the winning design—a design that is low cost, highly visible and easily attached to any guy wire system. The letter will explain the procedure to follow to obtain the markers.

The top design prototypes or plans will be displayed at the NAAA Convention in Reno from December 7-10, 2009 where the winner will be chosen and awarded the $1000. (You need not be present to win).

The deadline for submitting entries for the contest is September 1, 2009. Again, the contest form can be down loaded by following directions on the NAAA website at www.agavition.org/guywirecomp09. Please help by notifying anyone or group you think may be interested in this exciting opportunity! ■

2008-2009 Leadership Training Program

The NAAA/Syngenta Leadership Training Program's goal is to develop strong, knowledgeable leadership in the agricultural aviation industry. The year-long program trains participants to communicate clearly to the public, media and government the important roles aerial application plays in the production of our country's agricultural products. The program has been offered by NAAA and Syngenta Crop Protection, Inc. (formerly Zeneca Agricultural Products) since 1995.

2008-2009 Program Participants

Rich Anderson
Cotton Ag, Inc. • Walters, OK

Rick Boardman
Boardman Aerial Spraying Inc. • Henderson, NE

John Robert Gaumnitz
Farm Air Service • Tallulah, LA

John Goerger
Sunrise Spraying Service • Lisbon, ND

Jimmie Kemp
St. John, MI

Steven Kiansky
Southeast Air Service Ltd. • Altona, MB Canada

Travis Lattin
Beettcher Aerial • Beloit, KS

Miles Morris
Morris Ag Air & Sons, Inc. • Yuma, AZ

Gavin Morse
Royal Flying Service Inc. • Quincy, WA

Marty Owen
Desert Air Ag • Terreton, ID

Darrin Pluhar
Plu's Flying Service Inc. • Ekalaka, MT

Wesley Pollart
Aero Applicators Inc. • Sterling, CO

Jeffrey Summersill
Thomas R. Summersill, Inc. • Belle Glade, FL

Brenda Watts
K & P Flying Service • Watson, AR

Charlie Witrado
American Ag Aviation Inc. • Five Points, CA ■

Are You a Pilot Looking for Work? An Operator Looking for a Pilot?

Fill out the form below and return it to NAAA to be included in our Ag Aviation Career Database.

Mail to: NAAA, 1005 E Street, SE, Washington, DC 20003

Fax to: (202) 546-5726

Email to: information@agaviation.org

NOTE: Applications prior to December 31, 2008 have been deleted. Please resubmit your application for 2009. You must be a member of NAAA to be listed on the website.

— — — — — — — — — — — — — —

Are you a (circle one): **Pilot looking for work?** **Operator looking for a pilot?**

Name: _____

Company: _____

Address: _____

City, State, Zip: _____

Phone: (_____)_____ Fax: (_____)_____

Email: _____

Dates Available: _____

Experience/Hours: _____

Total Time: _____

Turbine Hours: _____ Piston Hours: _____Helicopter Hours:_____

Are you an NAAA member? Yes No

State(s) Licensed in: _____

PAASS Qualified: Yes No

GPS: Yes No Type: _____

Additional Experience or Information: _____

_____

_____

_____

_____

New Staff Member
MARGARET DEA

Margaret Dea joined the staff of NAAA on September 15, 2008 as Administrative Assistant. After many years in Cape Coral, Florida, she has relocated to DC to be with her children and grandchild. Since Margaret was born and raised in Essex Junction, Vermont, a return to the Northeast is like coming home—to enjoy the season changes, the cultural diversity, and old friends.

Margaret taught French and Spanish for three years in New Jersey at The Hun School in Princeton and Newark Academy in Short Hills. After moving to Manhattan with her husband, she held the position of Executive Training Supervisor at Bloomingdale's in NYC.

When her two daughters, Francesca and Vanessa, were young, Margaret and her husband moved their family to Cape Coral and in 1978 started Service Plus, Inc., a wholesale school supply company. Following her husband's death in 1988, Margaret took over the company and continued to run it herself until 1993 when she chose to focus on her career as a graphic and portrait artist. After closing her art studio, Margaret went to work as the Office Manager for Arthur Murray Dance Studio in Fort Myers, FL. Most recently she was Administrative Assistant to the Vice President of Finance at VIP Realty in Fort Myers, FL.

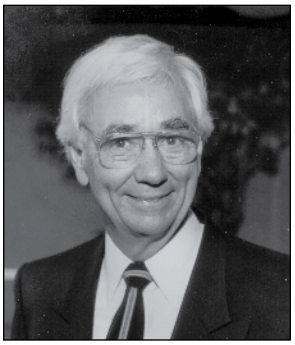
Margaret graduated from the University of Vermont earning a B.A. in both French and Spanish. Art will always be an important part of her life, and she is now setting up a very small studio in her apartment in Virginia. Her other main outside interest is in ballroom dancing, an interest shared with John Aaron Blanchette at NAAA. Margaret competed for 10 years as an amateur ballroom dancer while working at the studio.

In Washington, her first employment choice was to work for an association. For Margaret NAAA is the perfect combination of national scope and rural connections, where the atmosphere is friendly and the focus is positive.

"My daily phone contact with the members has made me feel much more at ease in adjusting to big city life again. I really enjoyed meeting many of the members at the convention in December. You have all made me feel very welcome, and I hope to return the kindness." ■

Date	City	State	Aircraft Type	N #	Injury	Description of Accident
07/01/08	Mullen	NE	Bell 47G-3B	8468E	None	Settled into lake after TO
07/11/08	Port Edwards	WI	Bell 47G	73995	Minor	Diverted attention-bees in cockpit
07/15/08	Kilbourne	IL	S2R-G6	3105U	None	Unable to remain airborne on TO
07/18/08	Carthage	IL	S2R	8466V	None	Lost control on TO-rwy conditions
07/18/08	Bryan	OH	DW-1 Eagle	8814L	None	Fuel exhaustion-stuck fuel gauge
07/21/08	Esmond	ND	G-164D	996QC	Minor	Lost control on TO
07/24/08	Clinton	IL	S2R-T34	357CA	None	Hit guy wire while spraying
07/24/08	Lafayette	IN	Bell 47G	4029G	None	Power loss-inadequate maintenance
07/26/08	Ambia	IN	AT-301	3169R	None	Inexperienced pilot-hit crop-sun location
07/26/08	Lake View	IA	AT-401	9193F	Minor	Hit power line
07/28/08	Marion	IA	Ce T-188C	3419J	None	Hit terrain after stalling in turn
07/28/08	Veedersburg	IN	G-164A	9892	None	Engine failure-oil loss-cap not installed
07/29/08	Caldwell	ID	M-18A	81541	Minor	Hit power lines-vehicle under wires
08/01/08	Creston	IL	We-201B	2936W	None	Ran off runway to avoid landing a/c
08/05/08	Buffalo	ND	R-22	57UP	None	Unable to arrest descent into field
08/05/08	Herreid	SD	AT-301	3161A	None	Tail wheel bolt failed on landing
08/06/08	Walsh	CO	G-164A	7487	None	Power loss - forced landing
08/06/08	Salem	IA	G-164B	48412	None	Power loss-undetermined reason
08/09/08	Dexter	MN	AT-402	4555Y	None	Ran off runway on landing
08/10/08	Turton	SD	AT-802A	9078G	None	Power loss caused by starter/generator failure
08/10/08	Cosmos	MN	PA25-235	7297Z	Minor	Hit power line guy wire
08/10/08	Gardner	FL	Ce A188B	4494Q	None	Hit post on TO-sheared off gear
08/12/08	Ida Grove	IA	AT-401	45029	None	Power loss-turbocharger failure
08/13/08	Monticello	IA	AT-301B	3161D	Minor	Fuel exhaustion suspected
08/13/08	Tunica	MS	AT-502B	61257	None	Hit power line
08/14/08	Kenyon	MN	Bell 47G	47AH	None	Settled after TO from loading truck
08/15/08	Cokato	MN	UH-12E	945HA	None	Hit powerline
08/16/08	Luverne	MN	AT-400A	7307W	None	Power loss-compressor blade failure
08/17/08	Morton	MS	S2R-T15	4015P	FATAL	Hit trees for unknown reason
08/18/08	Hazelton	ID	G-164A	6702Q	None	Lost control on TO -strong tailwind
08/20/08	Camanche	IA	Ce A188B	53243	None	Rwy hump caused premature flight
08/22/08	Wisner	LA	AT-301	2391Z	None	Engine failure-forced landing
08/22/08	Sarartia	MS	AT-502	1520X	Minor	Hit 40' tower in field
08/23/08	Nielsville	MN	G-164B	773D	None	Lost control on crosswind landing
08/25/08	Jasper	MN	AT-301A	3654T	None	Unlocked primer caused power loss
08/26/08	Clarksdale	MS	G-164B	3633S	None	Axle and wheel broke on landing
08/29/08	Pantego	NC	G-164B	8137K	None	Wx abort-lost control on loaded landing
09/04/08	Atkinson	NE	We-620B	2036U	None	Power loss caused forced landing
09/16/08	Naruna	VA	UH-12E	3324F	None	Precautionary Landing-vibration
09/18/08	Patterson	LA	G-164B	425LS	None	Fuel contamination
10/18/08	Silverton	TX	PA 36-285	57740	Serious	Hit terrain-unknown reason

In Memoriam



ROBERT R. "BOB" EVANS

Robert R. "Bob" Evans, co-founder of CP Products Company with Chris Christopher passed away on October 31, 2008 at age 86.

Bob and his friend, Chris Christopher, both aged 67, started the CP Products Company in order to market Chris' aerial nozzle. The marketer and inventor made a good combination and succeeded beyond their expectations while having a great time and making good friends in their "retirement" years. In 2000, the company received the Spirit of Enterprise Award from Arizona State University.

Bob was an avid skier, loved scuba diving, travel and dancing. His love, great energy, sense of adventure and fun enriched the lives of his family and all who knew him.

Bob believed it was a responsibility to contribute to his community's development. His leadership at the State Board of Transportation helped to establish our freeway system. He was a founder of the Kids Voting program, a Rotary past district governor, and a founding member and past president of the East Valley Partnership. Among the honors he received were the Hon Kachina Award (1992), Mesa's Man of the Year (1993) and the INC Magazine Regional Entrepreneur Award (1993).

Bob was born in Tempe on August 27, 1922. He grew up in Flagstaff and attended Arizona State College. In 1943, he left school to enlist and became an instructor pilot. He continued to fly until his 80th year. ■

DONALD D. FUNK

Donald D. Funk, 91, of Sun City West, Ariz., died Oct. 31, 2008 at Sun City.

He was born Aug. 13, 1917, west of Gresham, to George and Emma (Scott) Funk.

Don was a graduate of Gresham High School and Tulsa University with a degree in aeronautical engineering. He was a flight instructor for the Army Air Corps. He owned and operated D.D. Funk Aviation in Broken Arrow, Okla., and then moved it to Salina, Kan. He designed, built and marketed

his own aerial crop dusting plane called the Funk F23. He later designed aircraft for Boeing Aircraft Co., finally retiring from McDonald Douglas. ■

V. R. "RAY" THORNTON JR.

A resident of Assumption Parish and a native of Lufkin, Texas, V.R. "Ray" Thornton Jr., 79, passed away at 9:25 a.m. Friday, Dec. 5, 2008.

After his Korean War military service, Mr. Thornton attended Southern Aviation School and obtained his pilot's license in 1948. His aerial application career began when he took a job flying for Waller Flying Service in Shreveport, LA. In 1960, he opened Cane Air Flying Service in Belle Rose, LA, with partner Norman Watson.

Mr. Thornton flew both fixed wings and helicopters on sugarcane, industrial weed control, water hyacinth control, control of weeds and brush on rights-of –way, and hardwood control on forest lands. He joined the Louisiana Aerial Applicators Association in 1961 and was elected president in 1965. He served as president of the National Agricultural Aviation Association in 1970 and represented Louisiana AAA on the NAAA Board of Directors for many years. He was awarded the Agrinaut award in 1971 and the NAAA Outstanding Service award in 1973. Additionally, Mr. Thornton was awarded an honorary NAAA lifetime membership in 2004. ■

Membership Application

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Ph: (202) 546-5722 Fax to: (202) 546-5726
Join Online – www.agaviation.org

Membership Categories: (please select one)

Dues amounts are subject to change by NAAA Board. Operators & Pilots who do not belong to a State Aerial Application Association must pay Participating Operator & Pilot dues.

$450	___ **Operator**	$850	___ **Allied (51-100 employees)**
	___ $10 each aircraft over 3	$1000	___ **Allied (101-500 employees)**
$170	___ **Affiliated Operator**	$1700	___ **Allied (500+ employees)**
$900	___ **Participating Operator**	$170	___ **Affiliated Allied**
$170	___ **Pilot**	$85	___ **Associate**
$340	___ **Participating Pilot**	$225	___ **International**
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(NAAREF depends on your donations to pay for PAASS and other programs such as Compaass Rose, Operation S.A.F.E., Fly Safe and Athena. PAASS attendance fees do not completely offset program costs. Your additional donation, made out to NAAREF, is greatly appreciated and is tax deductible.)

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Dues, contributions or gifts to the NAAA are not tax deductible as charitable contributions for income tax purposes. Dues and similar payments may be deducted as ordinary and necessary business expenses subject to restrictions imposed as a result of the NAAA's lobbying activities as defined by Section 13222 – Omnibus budget Reconciliation Act of 1993 {IRS Code 162(e)}. NAAA estimates the non-deductible portion of dues paid during calendar year 2009 as 19.4%. ***Agricultural Aviation*** **subscription cost ($30 for domestic, $45 for international) is included in membership dues for all membership categories.**

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Entering your initials in this box authorizes NAAA to hold this credit card information on file for annual automatic payment of your NAAA dues each January until further notice. You will no longer receive yearly dues invoices, but a reminder notice will be mailed to you at the address on file 30-60 days prior to the date of payment. Those paying by check will receive renewal statements in the Fall for the next year.

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