Agricultural Aviation

Official Publication of the National Agricultural Aviation Association
www.agaviation.org

July/August 2009
Vol.36, No.4

SERVING WITH PRIDE:
A LOOK AT THE ROLE OF NAAA BOARD MEMBERS

Also Inside:

- Member Profile Carolyn Baecker
- An Ag Pilot in the Back Country
- Reno Welcomes the NAAA Convention

You've always enjoyed the sensation. Go up with the one fungicide that also helps improve yields, and your business will too.

BASF
The Chemical Company

Flying up into the clear blue is a special experience. But it's still a business too. And it can always be more profitable. Your ultimate success can depend on the fungicide you apply. **Headline**® fungicide not only controls disease, it improves Plant Health. In field after field, growers see stronger stands, drought resistance and bigger yields than ever. So use **Headline**, and your business will take off too.

Headline® fungicide

Always read and follow label directions.

Where You Want To Be

Frost Flying Services	AR	(870) 295-6213
HeynSight, Inc.	AZ	(480) 377-6463
Norwest GPS	CA	(530) 868-1222
Frontier Ag	CA	(760) 357-1967
Jensen Aircraft Service	CA	(559) 582-5000
Johnston Aircraft	CA	(559) 686-1794
Hayes Aviation	CO	(800) 945-0161
The Flight Doctor	ID	(208) 678-0372
R&S Aviation	ID	(208) 743-1554
Tyree Ag	KS	(620) 723-3108
Landry Aero	LA	(800) 280-2884
Mid-Continent	MO	(573) 359-0500
Earl's Flying Service	MO	(573) 695-3842
Air Repair	MS	(662) 846-0228
Donald's Air Park Inc.	NC	(252) 935-5000
Sky Tractor Supply	ND	(800) 437-5319
Compton Flying Service	OK	(888) 336-3924
Vaughn Flying Service	TX	(806) 684-2732
M&M Air Service	TX	(409) 656-9044
Fort Walters Helicopters	TX	(888) 925-5971
Lane Aviation	TX	(281) 342-5451
Aero Clinic	TX	(432) 758-6455
Yorkton Aircraft (Canada)		(306) 786-7007
Brandon Flying Club (Canada)		(204) 728-7691
APG (Australia)		+ 61 2 6581-4250
Trisponder Inc (Australia)		+ 61 2 9597-1247

www.hemispheregps.com • air@hemispheregps.com

National Agricultural Aviation Association
1005 E Street SE, Washington, DC 20003
(202) 546-5722 • Fax (202) 546-5726
information@agaviation.org
www.agaviation.org

NAAA Staff

Executive Director/Executive Editor
Andrew Moore

Assistant Executive Director
Peggy Knizner

Administrative Assistant
Margaret Dea

Director of Education & Safety
Kenneth Degg

Manager of Communications/ Agricultural Aviation Managing Editor
John Aaron Blanchette

Coordinator of Government and Public Relations
Keeley Mullis

Editorial Message

Your opinions, ideas and contributions are welcome! To submit a letter for publication, please keep it under 200 words and include your name. We may need to edit your letter for clarity and length.

If you submit a story or picture for publication, we will do our best to handle your materials with care, but we cannot be responsible for their safety.

As for what you see and read in the stories and letters, we make every effort to ensure accuracy, but we cannot accept responsibility for the correctness or accuracy of information provided, or for opinions expressed.

Neither have we tested any of the products advertised in this publication, nor verified any of the statements made in the advertisements. We do not guarantee the fitness of any product, or the suitability of any advice or statements.

Subscription rates: $30 of NAAA domestic dues and $45 of international dues is for the annual subscription. Yearly subscription rate for non-members is $30 in the U.S. and $45 for international, including Canada. All subscriptions must be paid in U.S. dollars. Checks written on banks outside the U.S. cannot be accepted.

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

2009 NAAA Committee Chairpeople

Allied Industry: Jim Anderson
Awards: Donita Lockwood
Budget & Finance: Dana Ness
Communications & Public Relations: Brian Rau
Constitution & Bylaws: Drew Keahey
Convention: Randy Hardy
Government Relations: Randy Hale
Insurance: Mary Beth Schwaegel
Long Range Planning: Rod Thomas
Membership: Brent Short
Museum: Drew Keahey
Nominating: Bob Bailey
Research & Technology: Garrett Lindell
Safety & Federal Aviation Regulations: Ron Cline

Agricultural Aviation (ISSN 0745-4864) is published bimonthly by the National Agricultural Aviation Association. **Editorial and circulation office:** 1005 E St. SE, Washington, DC 20003. **Change of address:** Please send notices to the circulation department and include your old mailing label with your new address, including zip and postal codes. Please also include your new phone and fax numbers. Allow two months for the change. **POSTMASTER: Send address changes to *Agricultural Aviation*, 1005 E St. SE, Washington, DC 20003.** Periodicals Postage Paid at Washington, DC and at additional mailing offices. Printed in York, Pa. Distribution coverage: Distribution includes NAAA members and those in related industries, educators, libraries, government officials and the news media.

Contents

ON THE COVER

Operator member Buster Thornton in his Air Tractor 402B.

ALSO INSIDE:

NAAA allied industry member Carolyn Baecker has earned the respect of the ag aviation industry.

FEATURES

DEPARTMENTS

NOTES

Agricultural Aviation is the Official Publication of The National Agricultural Aviation Association

President's Message

Doug Chanay

Support Your Industry Associations: They Help You Stay in Business

Most Ag operators around the country have been at peak operation for at least a couple of months now, some longer. It, at times, is a handful to manage to see that all of the orders are correct and accurate. The legal description is one of the main objectives to accomplish, then to ensure that the aerial photo of the field to be sprayed is correct, then to make sure that the product you are applying is the right one for the job. I think the first step is to make any necessary corrections to the order. Then once the corrections, if any, have been made the next step would be to make the information totally clear to the pilot - as if you are the one doing the work. If you don't understand the information, you can't expect anyone else to. The more detailed you can make it, the easier it is to be understood by all. Some of the items to help identify the field are things like the shape of the field, what is around the field as in type of crops, trees, power lines, towers, fences, etc., any type of object that helps identify the field. The recent use of many aerial photo programs makes mistakes less of an issue than ever before. There are probably many different chemicals that might do the job. It is our job to determine which product would fit the best for the application.

The next thing to do is make sure everyone is always on the same page. Misunderstandings from the get go lead to things happening which are not to anyone's liking. This is why everyone needs to reflect back to all of the training imparted from PASSS Presentations and Operation Safe Clinics. Make sure everyone in your operation has a chance to read the weekly reminders from the NAAA office on safety. These are always informative but also good reminders of what to think about when doing everyday tasks. One cannot be reminded too often about safety. A lot of the material NAAA gathers throughout the year is geared to every member and non-member.

Everyone should find a way to use the new NAAA video "Aerial Application's Growing Role," which was released last month, to help inform their local interests about what we do for a living as well as to educate anyone who has an interest in this way of life. The video is great for the recruitment of new pilots by giving them some insight to the ins and outs of the business. These are just a small fraction of the materials and information that NAAA, NAAREF, and the State and Local Associations provide our small businesses. Everyone should stop and reflect on how they got where they are today. If it weren't for their local and national associations doing their jobs, our regulatory and financial burdens would be exponentially greater. Without these Associations it would be difficult to imagine where we would be today. Without members, these Associations wouldn't exist. It is an ongoing process to achieve our goal of 100% membership—currently we are at about 44 percent of the total pool of U.S. aerial application businesses. With maximum participation from everyone in the agricultural aviation industry we will be best positioned to protect the welfare of our industry. This is so important presently as we face state and federal policies that will negatively affect our well-being. There are many items accomplished on a day to day basis by our industry's Association that not everyone is aware of. Just to name a few are the many meetings that are conducted on a daily basis with pesticide enforcement agencies, such as EPA, FAA, and the state and national legislatures. Representation in Washington D.C. is not only good for us, I believe it is a necessity.

When you or any one you know are thinking about what the NAAA, NAAREF, State and Local Associations do for you, get involved with all that goes on, and you will find an answer to your own questions. 100% participation in our state and national association is our goal. I urge you all to join today to help us achieve this goal for the betterment of the industry.

Executive Director's Message

Andrew Moore

Sustainable Agriculture = Conventional Agriculture

In the absence of a national standard, there have been efforts recently by a number of organizations to define sustainable agriculture (see "Defining Sustainable Agriculture" *Agricultural Aviation Magazine*, July/August 2008, pg. 13-14). In some cases these efforts might be interpreted by some to take advantage of the growing and popular "Green Movement" aimed at phasing out agrochemicals. One such study that has been couched this way is being conducted by the American National Standards Institute (ANSI). ANSI initially utilized the group Scientific Certification Systems' precautionary principles of defining sustainable agriculture to include favoring "biological, mechanical and cultural methods to control pest and disease vectors," and to "phase out agrochemicals." ANSI has since backed off this approach and is still working on developing its standard.

Regardless of the "Green Movement's" approach, facts are stubborn things, and another effort to define sustainable agriculture, underway by the Keystone Center, documents[1] a number of process outcomes over the past two decades that indicate conventional agricultural practices' accomplishments in producing greater yields using fewer resources. As a preface, nearly all of agriculture in the U.S. utilizes conventional practices which, of course, include the judicious use of crop protection products. According to the International Federation of Organic Agriculture Movements (IFOAM) in 2005-2006 .22% of total agricultural land is organic agricultural land in the U.S. The countries with the largest percentage of agricultural organic land were Liechtenstein at 26.40 percent,[2] Austria at 13.53 percent; and Switzerland at 11.33 percent.

Let's dissect the first Report of the Keystone Center's Sustainable Agriculture effort. First off, the Keystone Center is a reputable, neutral, non-profit organization specializing in collaborative decision-making processes for environment, energy, and health policy issues. Their report was released earlier this year, and it consisted of a steering committee representing a mix of agricultural related industries and conservation groups, including: Conservation International, the World Wildlife Fund, the National Association of Wheat Growers, the National Association of Conservation Districts, the Nature Conservancy, Syngenta, ConAgra Foods, and the Manomet Center for Conservation Sciences to name a few organizations.

The background of the Report states that future demand for agricultural goods suggests a need to double agricultural production by 2050, if not before, to maintain adequate supplies for a growing world population that will use expanding income to diversify diets with more meat, dairy, fruits and vegetables. It also includes a premise that this production must be done in a manner that does not negatively impact, but rather improves, overall environmental and societal outcomes. The report analyzed the environmental indicators of land use, soil loss, irrigation water use, energy use, and climate impact (greenhouse gas emissions) for four commodities—corn, cotton, soybeans, and wheat—from 1987 to 2007. The five environmental indicators chosen are supported by a 1999 United Nations Environment Program (UNEO) panel of 200 scientists across 50 countries that selected water shortages and climate change potential as the most pressing problems for the 21st century; these indicators are also supported by results from a Massachusetts Institute of Technology survey of U.S. citizens that ranked climate change, the destruction of ecosystems, and water pollution as the top three environmental concerns. The four crops analyzed comprise 70 percent of the agricultural cropland in use in the U.S. for the past several decades. As of 2007 these crops covered 30.7 million acres of U.S. cropland worth a total value of $98.12 billion. The Report states that it is too early in the process to

1 United States Department of Agriculture, Economic Research Service, "Land Use, Value, and Management: Major Uses of Land (2002).

2 Liechtenstein is the sixth smallest country in the world at 62 square miles. This microstate of 34,000 is located on the Rhine River between Switzerland and Austria in the Alps.

draw major conclusions about the data but it also states that positive trends from the Report have emerged.

For example, corn demonstrated a 41 percent increase in bushels per acre over the twenty year study period from 1987 to 2007. In addition, there was a 43 percent decrease in tons of soil loss per acre. In terms of irrigated water use only 14 percent of corn planted was irrigated and the typical yield differential was 64.5 bushels per acre more than non-irrigated acres with a four percent trend decrease overall of irrigation required per acre of corn grown. The energy used to produce a bushel or unit of corn has decreased by 37 percent and corn has seen a decrease in emissions per bushel of 30 percent.

Cotton demonstrated a 31 percent increase in yields per acre and the amount of land required to produce a pound of cotton decreased by 25 percent. In addition, there was an 11 percent decrease in soil loss per acre of cotton produced. In terms of irrigated water use, 33 percent of cotton planted was irrigated during the study period with irrigated water use per pound of cotton reduced 49 percent during the past 20 years. There was a 66 percent decrease in energy use per pound of cotton lint produced and a 33 percent decrease in emissions per pound of lint produced.

Soybeans demonstrated a 29 percent increase in yields per acre and a 49 percent reduction in soil loss per bushel. In term of irrigated water use only four to seven percent of the soybean crop utilizes supplemental water with irrigated water use per bushel reduced by 20 percent during the past two decades. There was a 65 percent decrease of energy use per bushel of soybeans harvested and a decrease in emissions to produce a bushel of corn by 38 percent.

Wheat acreage has generally declined over the past 20 years, particularly as a result of the low-carbohydrate diets popular in the 1990's; it still demonstrated a 19 percent increase in yields per acre over the past 20 years. In addition soil loss efficiency improved roughly 50 percent. Less than seven percent of wheat uses irrigation. Over the twenty year period water applied per acre of wheat increased 17 percent. Irrigated wheat yields are nearly twice that of non-irrigated yields. There was a nine percent decrease in energy per bushel of wheat harvested but a 15 percent increase in emissions per bushel between 1987 and 2007 due to increased nitrogen applications.

These results, for the most part, strongly indicate modern, conventional agricultural production methods as vastly improving and utilizing far fewer natural and energy resources on a per acre and per unit grown basis. Aerial application plays a vital role in this sustainability. Its unobtrusiveness to the soil prevents runoff, and of course, because of its speed, the aerial application of crop protection products is a contributing factor to enhanced crop yields and the preservation of land use.

More needs to be done in preserving our natural resources, and more will be done as the plant health industry continues to invest in research and development to meet the needs of a crowding planet. The real danger lies in ignoring this data and letting a movement, great on marketing, but not on efficient output, monopolize the policymakers' ears, rather than let sound documentation and science lead the way.

WNAAA President's Message

Elaine Gustafson

Working as a Team…..

I have been working with my husband for over 22 years now, and we work pretty well together for the most part. However we do have an understanding. I don't tell him how to fly airplanes and he does not tell me how to run the office (most of the time anyway). I know that things don't always work out that way, but we try to abide by that rule. Some couples can work together and some just can't. That doesn't mean that there is anything wrong with that either, because every couple is different.

The main thing I try not to do is cause undue stress on my husband during the busy season. I feel he has enough to deal with during the summer. There are always things that need to be discussed throughout the day, and it's always good to see a friendly face. I find that it makes the day go much better when we see each other throughout the day.

Working together can be stressful. Problems at home can sometimes affect the business, and sometimes the opposite can also be true. Too much togetherness can make you miserable and drive you apart. That's why I think it is a good idea to have actual defined responsibilities and try not to cross into each other's space. It's unrealistic to believe you can be with each other 24/7 and still maintain a healthy outlook and attitude. Develop your own interests in things that are yours. You can also have interests together that have nothing to do with the business. It is not possible to never bring the business issues home. There always seems to be something that needs to be discussed or resolved. Likewise, issues on the home front can rear their head at work, but you can try keeping that to a minimum.

On the positive side, the benefits of working together can far outweigh the potential disadvantages. If you are able to work together, you can share the rewarding experience of making your business succeed. Plus, it can be fun working as a team for a common goal. Sometimes, if spouses can successfully operate their business together, they can also work well together on the home front.

One thing that is fun is just getting away together without the stress of the business, although I know that is not always possible. When you work together, it often makes it easier to be able to get away together. You have the luxury of controlling your time and planning your agendas. A spur of the moment trip is always great fun. If you work separately, sometimes it can be a little more complicated to plan those getaways.

If you and your husband have decided to run your business together, you already know that it can be challenging. But when everything clicks, when everything works right, there is nothing better. That's what makes a family business so special.

A lot of the women who are married to aerial applicators choose to work with their husbands while others understand that it is just not a good idea. No matter which way works best for you, it is always good to know that there is a whole community of women in the WNAAA who will be there for you if things get stressful in the heat of the battle and you need someone to talk to. Be sure to avail yourself of this asset! Every one of these ladies is very special. They probably know exactly what you are going through. It's amazing how much better it can make you feel when you are down just to take a break and hear a friendly voice.

Life has its ups and downs and you never know what each day will bring. Some days are just better than others, but it helps to start each day with a positive attitude.

Be safe.

Washington Report

Keeley Mullis, NAAA Coordinator of Government and Public Relations

EPA Considering Web-based Crop Protection Product Labels

The Environmental Protection Agency (EPA) is pursuing a Web-based method of distributing and updating pesticide labels. If implemented, this new process of obtaining pesticide labeling would replace the paper-based labeling system, requiring users to contact either the official EPA labeling Web site or a toll-free telephone number to acquire the appropriate product information that previously would have been attached to the product container. NAAA has been actively involved with the EPA and other stakeholders in discussing this issue, as it could markedly change the way users and dealers are able to access labels and comply with the appropriate crop protection product application regulations.

EPA's goal is that this system will provide simplified labeling information and rapid distribution of the latest product labeling changes. Since a Web-based label would allow for quicker access to new uses or restrictions for specific products, EPA believes the change would allow for greater protection of environmental and public health.

However, many of the stakeholders affected by this transition have voiced concerns about how this system could affect the flow from a product's point of sale all the way down to its point of use.

A Web-distributed label would work something like this: a Web address will be listed in place of use directions, requirements, prohibitions, expanded WPS information, storage and disposal directions, and advisory statements. This Web site, or the appropriate toll-free number, must be accessed in order to obtain this information. According to the EPA an affixed container label will still be distributed with the product and will list ingredients, a reference for use directions, classification, storage and disposal directions, registration and establishment numbers, warning statements, and first aid information.

The Web site would be designed and maintained by the EPA. EPA officials have stated that a toll-free number would also be available for assistance with the Web site. The EPA Web site will provide information on the work group's activities and opportunities for public involvement. In the case the end user does not have access to the Web site, the proper labeling information can be obtained via fax or U.S. Postal Service by calling the toll-free number.

Although some stakeholders acknowledge the benefits of a web-based system, most all of them have recognized the drawbacks, especially if the system becomes mandatory and is the only means of obtaining labeling information.

NAAA has expressed concern with this system, as have other industry groups, registrants, retailers, applicators and producers. NAAA is concerned that a fluid labeling system, where a label change can occur overnight that is different from labeling instructions at the time a product was purchased, will be burdensome for applicators, resulting in either misuse or loss of time efficiency, which in the ag aviation industry, can be detrimental.

Several questions regarding this issue remain unanswered. First, there is the question of where the liability falls in the case of misuse or failure to follow directions if the label has changed on a product after the product was purchased. Who should be held responsible for ensuring that the proper labeling information is obtained? Should the retailer be required to distribute the label at the point of sale? Or should the user be responsible for obtaining the most recent label on the day of the application? And who should be held responsible in the case of misuse?

One potential feature on the Web site would allow the user to enter the application type and location as well as the type of crop being treated in

order to obtain a more specific label. This more concise and specific label could produce another liability issue if crucial information is left out or if one or more of these factors change.

Others have raised the question: What constitutes a label? Must it be a physical, printed version? Or can a label be an image on a computer screen or a cell phone? The U.S. Department of Agriculture estimates that only 55 percent of rural farms have Internet access, and of those, 47 percent are still using a slow and unreliable dial-up connection. Ultimately, the technology needed to properly implement a mandatory Web-based system of distributing product labels is not a reality for many rural farmers and applicators. One EPA representative has said that it makes sense for the user to have a paper copy of the label at the time of application. State pesticide enforcement officials have also remarked that having a paper copy of the label at the inspection site is useful. The simple costs of having to print and keep track of different labels will levy a burden on users.

Another obstacle arises with the issue of nationwide implementation. Some have expressed a reluctance to implement a mandatory Web-based system. Holdouts from any one state would cause significant problems with proper enforcement, and adequate enforcement will be critical to ensure that crop protection products are used in accordance with the labeling.

Finally, some stakeholders are concerned that products that have already been purchased may become unusable over time as labeling changes – potentially leaving retailers, farmers and applicators with stockpiles of unusable products. Although reports indicate that most crop protection products are used within six to twelve months of purchase, those left unused are normally stored until the next growing season. Labels that are constantly changing and expiring could leave retailers and users with a wasteful amount of unused products that they must then dispose of.

Currently, the paper label accompanying a purchased product is legally valid for as long as the user possesses the specific product container. A major advantage of the current paper-based system is that anyone who purchases a crop protection product can feel confident that they have received the proper use and safety information. Under a new, Web-based system, there will be uncertainties as to when and for how long a label remains valid, and could lead to further complications in determining when and how a product can be used. In the ag aviation industry when time sensitivity is of the utmost importance, delays because of labeling logistics could affect the efficiency and timing of crucial applications.

The EPA is currently considering two methods of placing a lifespan on the Web-distributed label. The first option would place a date of production on the container and would require the user to obtain the labeling that is in effect on or after the production date. The second option would require that the labeling obtained from the Web have a strictly defined lifespan, and once that lifespan had expired the user would need to obtain a new and possibly updated version of the label. This approach would be more costly to the end user.

The idea for a system of Web-based labeling was presented to the EPA's Office of Pesticide Policy by state pesticide enforcement officials in 2007. Subsequently, EPA established a "Web-Distributed Labeling Work Group" to explore the issues associated with online label distribution. Scott Schertz, an aerial applicator and NAAA member, has served as a representative of NAAA on this Work Group which is reporting its findings to the EPA's Pesticide Program Dialogue Committee (PPDC). Having Scott participate in the discussion with the PPDC has been an invaluable resource to the NAAA, and Scott has done a successful job of conveying NAAA's position to other PPDC panelists and stakeholders. Scott has raised the aforementioned concerns to the PPDC and will continue to be an important voice in the discussions.

Clearly there are still many issues that need to be resolved before a Web-based system can be successfully and efficiently implemented, especially as the complexities of this issue continue to increase. NAAA will remain involved with the PPDC in discussing and crafting this system. If and when it begins moving through the EPA rule-making process, NAAA will work to influence any regulatory action to ensure that this policy works in the best interest of the aerial application industry.

Carolyn Baecker of CP Products:

Her Respect for the Profession Earns Its Respect for Her

By Mary Lou Jay

In 2007, at the NAAA annual convention, Carolyn was awarded the NAAA's "Most Active Woman" award for her years of dedication and service to the ag aviation industry.

Audiences look forward to richly informative presentations when Carolyn addresses a crowd. She is seen here speaking at the Application Technology Session of the 2008 NAAA annual convention.

Carolyn Baecker, president of CP® Products Co., admits there was some skepticism in the ag aviation industry a few years ago when she took over the company her father had co-founded.

"My dad, Bob Evans, and his partner, "Chris" Christopher, a crop duster, started CP Products in 1989 when they were both 67 years old," Baecker says. Her father had been a wholesale distributor of Chevron and Christopher was a long-time customer and friend. "They were both retired and very bored. One day, while sitting in my dad's office, Chris pulled out a nozzle that he had patented and was trying to sell by word of mouth. That wasn't working very well. By the end of the conversation, they had decided that they were each going to put $5,000 in a checking account to try to sell the nozzle. They were very successful and they had a lot of fun."

Baecker, meanwhile, was managing and doing the bookkeeping for her family's commercial real estate partnership when CP Products opened. "It seemed a natural evolution for me to do the bookkeeping for that company, too. So I evolved into the company from the administrative side." As time went on, her interest in the company grew. "I inherited a pretty good technical mind from my mother's side of the family and some sales ability from my dad. I started going to the trade shows and learning more and more about the industry." When the founding partners were ready to retire once more, Baecker was ready to take over as majority owner and company president.

It wasn't easy to win acceptance in a mostly male industry. "Fortunately, I had started serving on the NAAA Board in 1999 representing allied professionals. That was a godsend for me. Being on the board, being able to get acquainted with the men on the board, made all the difference in the world. I was able to develop credibility that I might not have been able to earn otherwise," Baecker says.

Baecker was elected to the NAAA Board as the application technology representative and served in that capacity through the end of 2008. In 2001 she was elected by the members of the Allied Industry Committee as their chairman and remained chairman until the end of 2008. She has been asked by President Doug Chanay to continue her service to the NAAA Board as an appointed member on the Allied Industry Committee. She also currently serves as Vice Chairman of the NAAA Research & Technology Committee and was asked by NAAREF President Randy Hale to serve on the PAASS Program Development Committee.

"Carolyn has brought a lot of enthusiasm and dedication to our industry," says Jim Avery, NAAA president in 2004. "She lives and breathes the aerial application industry, just as if she were an owner/operator herself. She has a good business sense of how we should be prioritizing the limited dollars that we have, of how to spend money wisely."

"She always brings a professional, business-like level of expertise to our meetings," agrees Scott Schertz of Schertz Aerial Service, NAAA's 2005 president. "She offers very constructive ideas and she obviously cares very much about the industry. She's been active on both the allied industries side and also on research and technology related to application in particular."

Baecker took every opportunity to find out more about ag aviation. "I took the NAAA's Operation S.A.F.E. analyst training four times, and I started going to fly-ins so that I could be more familiar with the challenges that ag pilots face. I wanted to learn how we could help them with our products," she says.

Operation S.A.F.E. (Self-Regulating Application and Flight Efficiency) is a comprehensive program of education, professional analysis of application, and commitment to the principles of

responsible application. The Operation S.A.F.E. fly-ins serve as a professional applications analysis clinic, an opportunity for pilots to have their swath widths tested and adjusted by trained analysts.

Baecker is one of those analysts. "She has spent numerous hours with Dennis Gardisser at different fly-ins; she's always willing to assist pilots in figuring VMD or nozzle setup," says Clarence Wiliams of Williams Ag Service Inc., who is also a S.A.F.E. analyst.

"As a manufacturer of nozzles, Carolyn really understands things like droplet size. She knows how to analyze patterns to see if they are right or not right," says Kenneth Degg, NAAA's Director of Education and Safety. "She's a real asset to the fly-ins; she's out there, she sees what the nozzles will do and she can see what the needs are."

"It's a service Carolyn likes to provide because it gets her in close contact with the people who have bought her products," adds Dr. Bob Wolf, application technology specialist at Kansas State University. "She takes the opportunity to talk to pilots and help them understand how to use the nozzles and how to make them work better."

Baecker now travels a few times a year to help out at such pattern testing clinics. "The guys who attend work very hard to get their planes set up to work in the best possible way. The frustrating thing, I think, is that we don't have these clinics available more widely throughout the U.S. It can make a huge difference in the effectiveness and efficiency of their operations if they have an opportunity to pattern test the aircraft."

The clinics are also fun, she says. "When I get burned out here in the office I try to find one to go to. It reenergizes me, and it gives my staff a break."

Designing to customer requirements

The CP Products office is located in Tempe, Arizona. "We have five people here in the office, and one employee who lives in Nebraska who is the manager for all our ground spraying products," Baecker says. "Everybody pitches in and does things here. I put nozzles together if we're behind and so does everyone else.

"We don't have phone mail or anything like that; somebody always talks to a customer when they call. That's part of what we feel is really important. We don't want to give customers the idea that they're not important enough for us to want to talk to them."

Carolyn, enjoying some quality time with her husband and grandchildren.

Baecker believes that it's important for her employees to understand the ag industry; all but one employee have attended a pattern-testing clinic. "I wanted them to see the ag planes and the cockpits. I wanted them to know why it is so important to put our products together correctly. I wanted them to have pride in the part they play in our industry," she says.

Baecker occasionally travels for fly-ins and trade shows but most of her time is spent at the office. A typical day will find her working on administrative tasks and fielding calls from ag pilots. They may need some help choosing the most appropriate nozzles for a job, and in setting up those nozzles for the various rates they're using. "I either talk them through it or get the data from them, do some calculations and email them the table that will provide at least a starting point of what will work for them," Baecker says.

There's always some research and development going on as well. "We've been fortunate, since I took over, to develop new products and do pretty well with them," Baecker says. "We've introduced a new nozzle for the aerial industry and a swivel that a lot of pilots are using with our flat band nozzle. We also manufacture nozzles for the ground application industry, and we have brought out new check valves for that industry and a new nozzle with three different versions."

"CP Products are excellent," says Wolf. "They have been very well accepted and they have a very high percentage of the market.

"The company has been innovative since their beginning; they first introduced a rotating orifice nozzle, which allows the pilot to put the nozzle on his airplane and have four different orifice size options that he can choose by rotating it," he continues. "And they're still trying to come up with ideas to make the nozzle better. They have developed a different type of nozzle that still has the rotating orifice selection so the pilot can have some versatility. One of their latest innovations, which has been very popular, has been the swivel, a device that they put on the spray boom between the spray boom and the nozzle that allows the pilot to select a pre-determined angle of spray. That can influence the droplet size all the way from straight back to 90 degrees straight down.

"The company started with innovation and Carolyn has moved in and taken over and has continued to do a good job with it," Wolf adds.

Christopher, the inventor of CP Products' original nozzle, still comes up with new ideas. "We have a couple of things that we are perfecting right now. I work closely with Chris, which is a joy. He has a brilliant, inventive mind. Even at age 86, he is still down at the machine shop frequently," Baecker says. When she has an idea or a problem, she knows that she can call on him and they will work it out together.

"Many times we can adapt something that we've already done and reconfigure it in a way that works for either ground or for aerial. Sometimes it can be serendipity; something that is an abysmal failure for the aircraft can be adapted to work very well for the ground industry and vice versa," she continues.

CP Products gets its ideas—and suggestions for improvements—from its customers. "They ask, 'Why don't you do this or why don't you do that?' or say 'We need something that will do this.' We had a couple of people come to us and say they thought a flat fan nozzle would be good for the ag aviation industry. So we took a design that we had made for the ground that hadn't worked very well and adapted it for aerial application.

"We took what we thought was a finished product to conventions one year, and got feedback that took us back to the drawing board. We basically started all over with it again before we got it right," Baecker recalls.

Once a product goes into production, CP Products has all of its parts manufactured in the U.S. "The machine or molded parts are

manufactured right here in our local area, so we have exceptional control on the quality of the component parts. We assemble everything in Tempe, and then we ship out to our distributors," Baecker adds. CP Products has five distributors in the U.S. "The structure that Dad and Chris set up in the aerial industry has worked very well for us. Our distributors are very loyal, and they work very hard to sell our products."

World wide marketing

The advent of the Internet has enabled Baecker to provide products and services to a global market. "We started our web site several years ago because we were getting faxes from pilots in South America or Australia who needed information; it was difficult for us to get that information to them," Baecker recalls. "We needed to make that information interactive and available 24/7. Now it always amazes me to see how visitors from so many different countries have come to our web site."

"There's been innovation associated with their web site," Wolf comments. "The operator can go on the site and put in his air speed, pressure, orifice size and his angle of deflection for the spray, and he can determine what his droplet size characteristics are going to be even before he goes out and flies. A lot of the work from that came out of the USDA in College Station, but CP Products has put the information for their nozzles on their site. You can actually go in there and pick your droplet characteristics. Those are the kind of things that we work with the pilots on at the Operation S.A.F.E. fly-in workshops, to help them ensure that what they've selected is actually going to do the job."

That kind of innovation has made CP® Products well known; about ten years ago, Baecker found out just how well known.

Carolyn talks shop with a pilot at a Fly-In. Her expertise has proven invaluable to conscientious pilots from around the world.

Carolyn (extreme right) with a group of analysts at an Operation S.A.F.E. Fly-In in Arizona. Through dedication, hard work, and participation in events such as this, Carolyn has become an expert in spray drift analysis.

Carolyn and NAAA Allied Industry member John Garr, of Garrco Products, Inc., are recognized for their participation in an Operation S.A.F.E Fly-In.

"It was on a trip to New Zealand and an acquaintance of my husband Grant was taking us in a boat around the Bay of Islands. We had to stop at one little island that had a beautiful home and grounds and a helicopter pad. The helicopter pilot happened to be there, and when my husband's friend mentioned that my company made spray nozzles for crop dusting, the pilot said, 'Is it CP Nozzles?'

"My dad told me one time that his goal when he and Chris first started doing this was to make CP nozzles as identifiable a brand as Levi was to denim jeans—and he did it," Baecker says. "It is fascinating to me, because it is the Internet which has allowed a tiny company like ours to be recognized."

Industry appreciation

This year is the first in ten years that Baecker has not served on the NAAA board. "I think it's important for allied industries to be involved, but you need to get new blood in. Sometimes you can pull them up and sometimes you have to push them up, but one way or another you've got to get other people into the system, into positions of responsibility." She still plans on attending NAAA meetings, however.

Baecker believes that image is one of the biggest challenges the industry faces today. "Ag aviation has a real handicap in that they are much more visible than people spraying on the ground," she says. "The public doesn't understand that there can be as many or more drift issues from ground applications as from aerial." The image that many people have of ag pilots is "crazy guys in biplanes with helmets and scarves around their necks.

"They don't understand that ag pilots today are real professionals who are flying planes worth $1 to $1.5 million. I tell them 'We can set up an airplane going 150 miles per hour that can paint a line down the middle of the field.' They are astonished at that."

The industry must continue its marketing efforts to ensure that the public knows that ag aviators are safe, that the applications are safe and that the pilots doing it are professionals.

The difficulty of getting new pilots into ag aviation is another of Baecker's concerns. Many young people are deterred by the long hours required during the busy season, but they also have to realize that those times are often balanced with a certain amount of free time. "All of us are aging; we need new blood," she says.

As far as the nozzle business, "I think there are always innovations to come. The fundamental is that you have to have something on the boom of an airplane that forms a droplet, and the droplet spectrum that you form either guarantees that you're doing a good job or a horrible job. There are only a certain number of ways that you can do that.

"I think the innovation will come as much in technique as equipment," she adds. "We learn more all the time from clinics and from research that's being done about what works and what doesn't."

Being involved with ag aviation is no longer the challenge it was when she first started, but it is still fun, Baecker says. "There are several women in the industry today who sell insurance and accessories, but I'm the only one who walks around with nozzles in her pockets.

"It is an enormous privilege to work in this industry. I have an incredible respect for what these guys do, the kind of skill that it takes. The best ride on earth is a ride in a crop duster; it's as close to being an eagle as it's possible to be. I understand why they love it, but I also understand the inherent dangers of it, and I have a lot of respect for them."

AN AG PILOT IN THE BACK COUNTRY

By Brian Rau, NAAA Communications & Public Relations Committee Chairman

This article was originally written for the Utah Back Country Pilots Association

OK, I need to face it, I am a flatlander, however I do recognize that the world is round and not every place is as flat as North Dakota. Actually my portion of North Dakota is somewhat rugged with rolling hills in an area that is called the Prairie Coteau (This is a fancy French word that means pot holes.) I do head west on occasion, and the Utah backcountry has become my wife Elly and my favorite flying vacation spot. We typically fly into Canyonlands or Green River, basing at these airports and then flying into the backcountry. We used to camp; however, as I age I am finding a hotel room a bit more comfortable. The first time we visited the area, we rode our bicycles from the Canyonlands airport into Moab and back, UffDa!! (This is a fancy Scandinavian word that means bad idea.) Not many visits lately to the Utah back country, as I am involved on the Board of the *National Agricultural Aviation Association*, which uses up most of my vacations. The Utah area fits us well, as the airstrips are usually still open and temperatures moderate in the late fall and early spring which is a time when we are not busy with our businesses as farmers and as aerial applicators (call me what you want, aerial applicator, agricultural pilot, or crop duster if you must, although I have never dusted a crop.)

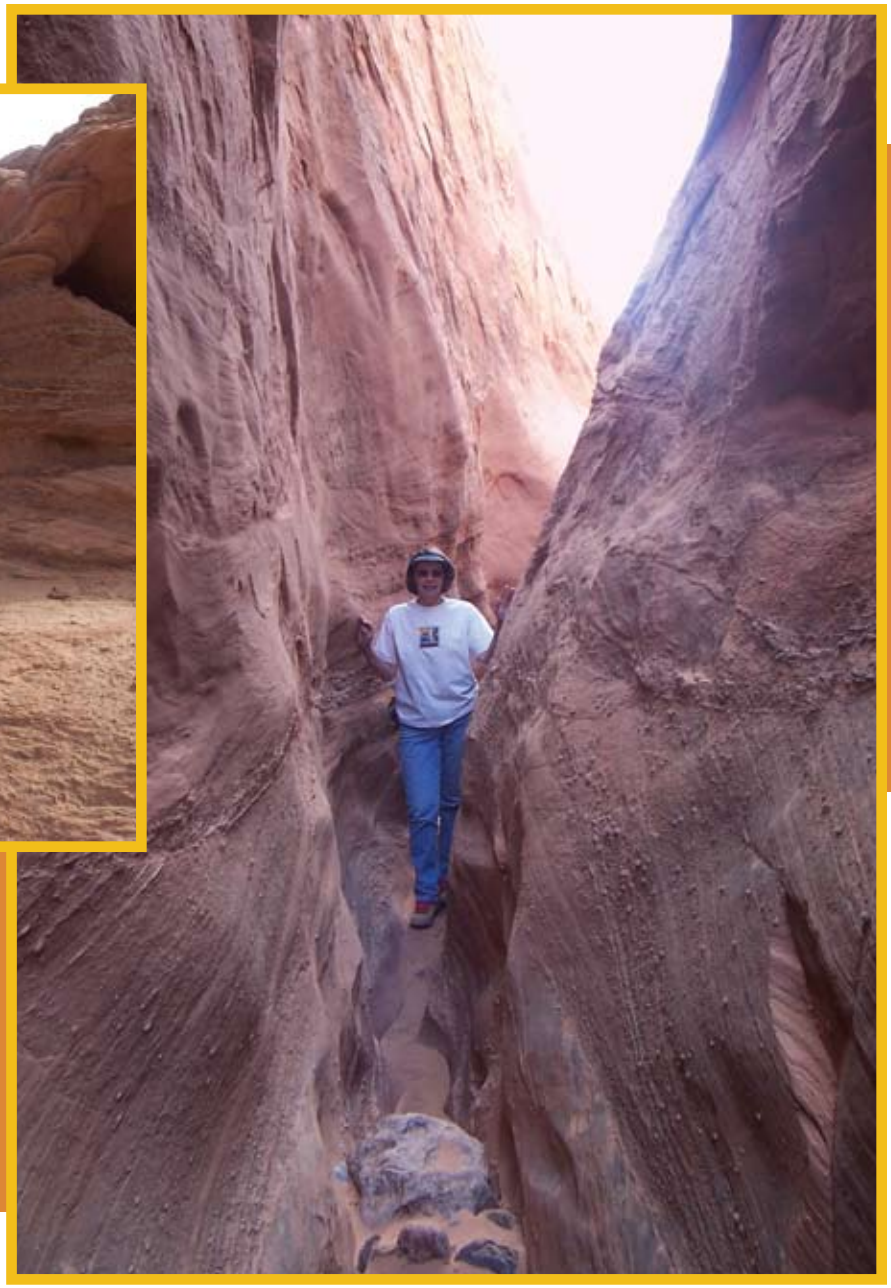
With my flying background, some have questioned my interest in the backcountry, as aerial application is perceived by some as not being environmentally friendly. The truth is that high production agriculture,

Top: Elly Rau, on the south side of Angel Point airstrip. Bottom: On the ground at the Mexican Mountain airstrip.

of which aerial application is an important part, is very good for the environment. High production agriculture allows food to be grown without as much fossil fuel use and with less land, which allows more land to remain for people and wildlife. This is not really the purpose of this article, but I couldn't help myself as my job with the *NAAA* is in communications and public relations. As for those who have questioned my interest in the backcountry, they have obviously never flown over southeast Utah.

Some have commented that flying into backcountry strips should be no trouble for an ag pilot. There are some parts of agricultural flying that are similar; ag pilots are experienced with maneuvering near the aircraft's stall speed. Every turn an ag pilot makes when performing back and forth patterns ends up as being near to the stall speed at the top of the turn and then the airspeed is regained when descending and going across the field. We are also familiar with operating in high density altitude conditions (I know, North Dakota is not that high, but it does get hot and humid at times.) As in all types of flying, agricultural flying is about how much weight you put in the airplane for the conditions at the time. The laws of gravity and lift don't change with the type of flying or the pilot. Some of the similarities end there. The aircraft that many of us use for flying ag these days are turbine powered, which have plenty of power and a wonderful prop setting called *beta* (reversible pitch). If I get lazy with this equipment, I can land half way down the runway with a tail wind, and still get stopped in time. If I get lazy with my 182 going into a backcountry strip, I am in big trouble. We do deal with working around obstructions in ag flying, however nothing as big and as imposing as that which I find in the Utah back country. The area that we visit in SE Utah is mostly canyon flying, so the obstructions are 500 – 1000 foot sheer canyon walls. Different types of flying are different, and people with the attitude that: *"I am an airline transport pilot (ATP), what can you teach me?"* are going to get in trouble. I see this over and over again: "I am an ex military pilot, I should be qualified to fly ag, I am an ag pilot, I should be qualified to fly SEATs (single engine air tankers) or I am a certified flight instructor (CFI), I should be able to handle backcountry strips." All of the above pilots and others can do different types of flying, but had better do it with the attitude that they have something to learn.

My own entry into backcountry flying was mostly self taught, it included a lot of reading, talking to others and practicing short field landings and takeoffs, followed by very cautious trips into some of the less demanding



From Left to Right: The Raus approach Mexican Mountain airstrip, which is next to the San Rafael River; Mineral Canyon airstip by the Green River, seen from above the rim of the canyon; Canyon flying gives experienced pilots the opportunity to take in some breathtaking scenery, such as this newly formed arch; Elly, in a narrow slot canyon that feeds the Dirty Devil River south of Hanksville, Utah.

strips, such as Angel Point, before moving on to more difficult strips. I believe that I achieved my experience safely, but in retrospect I could have saved myself a lot of time by hiring an instructor who knew the area well. The Utah Back Country Pilot's Association (UBCPA) has a list of instructors willing to help.

When visiting the area, my wife and I still typically make our first backcountry stop at Angel Point, as we are trying to find a way down into the canyon on the south side of the landing area and we haven't found it yet. We really like Mexican Mountain and Hidden Splendor. Hidden Splendor is a strip that requires precision in airspeed management and doing everything right. Some may wonder about an Ag Pilot who is very cautious, but you will find that those who have flown ag for 30 years are the most cautious of all, as they have seen what the wrong attitude does to pilots and aircraft. It reminds me of something one of my mentors told me as a young pilot, "There are two things in life everyone must learn. First there is a God, and second, you are not Him." Hope to meet all of you sometime in the backcountry.

In addition to serving as NAAA Communications & Public Relations Committee Chairman, Brian also served as 2008 NAAA Treasurer. This article was originally written for the Utah Back Country Pilots Association (www.utahbackcountrypilots.org).

NAAA 2008 President Bob Bailey addresses the board at the general session during 2008 meetings in Las Vegas, NV.

SERVING WITH PRIDE:
A LOOK AT THE ROLE OF NAAA BOARD MEMBERS

By John Aaron Blanchette, NAAA Manager of Communications

The National Agricultural Aviation Association (NAAA) board of directors is made up of 48 hard working professionals from the ag aviation industry, including the allied companies that support the industry. Being on the NAAA board of directors can be one of the most challenging, rewarding, and impacting ways to serve our industry. Actively participating board members have a unique opportunity to address issues of vital importance to agricultural aviation. In addition to attending several board meetings each year, many Board Members promote public participation and awareness of our industry through various undertakings, such as writing articles for Agricultural Aviation magazine, hosting or supporting field days, and influencing federal and state policy in a manner benefiting the industry.

The governing body of the NAAA is made up of four officers, one representative of each of the thirty-four state/regional ag aviation associations, seven Allied Industry division representatives, and five NAAA past presidents. NAAA's current Vice President, Secretary, Treasurer, and NAAREF President do double duty as officers and state association representatives. The fourteen standing NAAA committees

that advise the board on specific issues consist of the above board members and over twenty NAAA members whom President Doug Chanay has asked to serve on the association's committees (see sidebar page 27).

Both the WNAAA and NAAREF Boards, with all their committees, meet in conjunction with the NAAA Board, as does the NAAA/Syngenta Leadership Training program. Over one hundred and twenty individuals currently volunteer their time and effort to support the aerial application industry in this way, mostly on their own dime.

If you've never attended a NAAA board meeting, you may not know exactly what the meetings entail (NAAA board meetings and most committee meetings are open to NAAA members). The bottom line is that NAAA board meetings are wholly focused on strengthening and supporting the National Association and the aerial application industry

Board members travel three times per year to attend board meetings, which take place over the course of several days. They are held in October, December and February. The first meeting, or "general session" of an actual Board meeting is an opportunity to welcome the board back together as a group. It also provides a forum for NAAA's Executive Director and the President to brief the board on the state of the association and to familiarize board members with issues of concern that they should be mindful of when they break out later and convene their committee meetings.

During committee meetings, board members discuss issues relevant to our industry and to the management and mission of the NAAA. For example, in the Communications and Public Relations Committee, board members review an editorial calendar for NAAA's magazine *Agricultural Aviation* and compare ideas about the content direction

Eric Klindt, Board Member from MN, U.S. Representative (and chairman of the House Ag Committee) Collin Peterson (D-MN), and NAAA Executive Director Andrew Moore at the spring 2008 board meeting. Washington policymakers sometimes join board meetings to brief the board members on policy decisions to affecting the agricultural aviation industry.

NAAA board member and past president Scott Schertz makes frequent trips to Washington, DC to advocate for our industry in the nation's capitol.

for possible future stories. They also discuss public relations issues such as developing the recently released *Aerial Application's Growing Role* DVD and participation in industry related and educationally focused meetings such as the Commodity Classic and the Future Farmers of America annual convention - two widely attended agriculture national conventions which are great venues for marketing ag aviation as an important service and as a possible occupation.

NAAA's Government Relations Committee develops and presents to the NAAA board for approval government affairs initiatives and priorities to be acted upon by staff and outside counsel or representatives. Evaluating the Association's position on federal legislation and regulatory activities and encouraging NAAA members to become active participants in the legislative and regulatory process has been key to our legislative and regulatory success. The Committee also develops measures to strengthen the industry's presence with federal

More and more transmission cables will be needed to carry electricity as wind generators proliferate.

legislators and regulators such as growing the Association's Political Action Committee—AgAv PAC.

Board members work hard during meeting sessions, often serving on committees which meet back-to-back. Despite the hard work, most board members express a deep satisfaction with their service, and find the experience meaningful and rewarding on many levels.

The policies developed by the NAAA Committees must then be presented for discussion and possible approval by the NAAA board. Full board meetings are held in the afternoons of the second day of the board meeting and the morning of the third day.

A consistent feeling among board members is that serving on the board has given them a greater awareness of what's happening in our industry on a national level - not only in terms of industry trends, but also in terms of what's happening politically in Washington. Many folks feel far removed from the daily grind of the Washington political machine and forget that the ultimate outcomes of Washington politics may have far reaching impacts on our industry and our daily lives. Two examples of issues which are national in scope are a 6th Circuit U.S. Court of Appeals decision that may require individual Clean Water Act permits for pesticide applications made over or near water; and proposed legislations curbing greenhouse gas emissions which is projected to markedly increase the price of energy and fuel if implemented.

When asked about his service on the NAAA board, NAAA Treasurer Dana Ness explained "Before I started attending board meetings I didn't realize what was happening on the national scene. Once I got active I saw that I had been missing out on a lot of what the association has to offer – that gave me the impetus to become even more active and involved. Now I always encourage others to become involved with their state associations and with the NAAA." When describing the importance of national issues, Dana uses the analogy of a train moving down the track. The train has a lot of momentum and is going to keep moving. No one can "stop" the train, but by getting involved, each of us can play a part in the direction the train takes.

Other board members share Dana's outlook and enthusiasm. According to NAAA Board member and past president Scott Schertz "One of the most important things about the board meetings is that they allow us to learn more about issues, which gives each of us the opportunity to have a greater impact. During these meetings, everyone can speak up and provide input. This helps other board members to have a greater working knowledge of the issues, which in turn makes each of us a more effective advocate for the aerial application industry." Scott's efforts as a representative of the NAAA to the Environmental Protection Agency's (EPA) Pesticide Program Dialogue Committee (PPDC) has proven invaluable for the association, as he brings his deep knowledge of issues to the table to educate other PPDC panelists about our industry. Scott also makes time to meet with the EPA's Office of Water and Office of Pesticide Products, in addition to meetings with representatives of CropLife America, the Ag Retailers Association, and the FAA. Scott, who makes multiple trips to Washington, DC each year from his home in Hudson, IL, stresses that "a lot of regulatory initiatives can be shaped through relationships, and those relationships can only be formed if you've established a seat at the table." According to Scott, service on the board helps individuals develop a bias for representing the industry as a whole – not self serving or narrowly focused on personal or state level issues. For *individuals* to be guaranteed long term success, they must remain focused on *national* interests.

NAAA board member and chairmen of the Communications and Public Relations Committee, Brian Rau, feels that his service as a board member allows him to give back to the industry and that each person who serves

this industry gives it a larger and more powerful voice. When Brian's not writing for or reviewing articles for *Agricultural Aviation*, he works tirelessly on wind energy and other tower issues. His goal is to educate growers and the general public about the need for and the benefits of high-yield agriculture, in which aerial application plays an important role. Brian spreads the word that while wind energy is "green," it can also often impede aerial application from accessing cropland, which is a key part of high yield agriculture. High yield agriculture is "green" because it produces more food crops on less land and leaves more land available for forests and recreational areas. Brian has written letters to growers, has met with county zoning officials, has interacted with his state's legislature, and has personally met with wind energy companies. Additionally, he has spoken at aerial applicator meetings in North Dakota and has written about meteorological testing towers for *North Dakota Aviation Quarterly*. This type of service has demanded a great deal of Brian's time and attention, but he feels that undertaking projects to protect and promote the industry as a whole is an integral duty of each board member.

Service on the board is not entirely about hard work and self-sacrifice. Board members also report that the personal "return on their investment" is immeasurable, not only in terms of the strong industry connections which are created and strengthened through board attendance, but also in terms of the personal growth and development that can come from the experience. Board participation allows for interaction with other board members and board attendees, each of whom is making a living in our industry or in an allied industry. Those industry connections can prove invaluable.

NAAA board member Brain Rau works tirelessly to educate growers, operators, wind energy providers, and the general public about the impact that wind energy will have on the ag aviation industry.

Beyond this, many folks come to their first meeting feeling that they are too inexperienced or too unversed in national issues to be of any value to the industry or association. It doesn't take long for participants to realize that they do, in fact, have a voice – and that their voice matters.

Randy Hale, current chairman of the NAAA Government Relations Committee and President of the National Agricultural Aviation Research & Education Foundation (NAAREF) says "before my board tenure, I was always kind of shy and didn't speak up much. Board experience has taught me to voice my opinions and that we all have ideas which are valuable. It was surprising to learn that I didn't have to feel nervous or reticent about expressing myself. I have also learned that it is necessary for as many people as possible to "hash over" a lot of ideas to find those that are best – the board format allows for a great deal of discussion."

When asked what he'd most like others to know about his service as a board representative, Brian Rau commented "I'd like to tell people that the NAAA board meetings run on the utmost professional level. While there is not always agreement on the best way to handle issues, they are discussed at length and decisions are properly made through the structure and process of the meetings themselves." The feeling that board participation serves to enhance personal sophistication and professionalism is also shared by board members. Matt Crabbe, who is the board representative from the Northeast, credits his tenure on the NAAA board with enhancing his professional ability, stating that he has "received an education from my time on the board which has made my business more and more professional. I can deal with my business on a more astute level." These industry veterans seem to prove the point that service at the local, state and national level not only benefits one's person and profession, but the industry as a whole.

Gaining a greater awareness of local and national issues during their tenure on the board has led many board members to evaluate their "proactivity" in terms of our industry. Board members frequently leave meetings with a greater desire and determination to "get out there and do something" for the betterment of the industry as a whole. What's more, service on board tends to develop a lifetime commitment, which means a more solid foundation for the industry. Board members agree that their service is a win-win-win situation. It's good for the individual member, it's good for the NAAA, and it's good for agricultural aviation.

NAAA BOARD COMMITTEES

Allied Industry Committee

The Allied Industry Committee is responsible for bringing to the attention of the NAAA Board of Directors those issues and activities which are of concern to those industries associated with and in support of agricultural aviation. The Allied Industry Committee also works with the Convention Committee to assure that NAAA's annual trade show and convention will be of maximum benefit to the aerial application industry. The Allied Industry Committee is unique because it encompasses multiple divisions. Divisions within the Allied Industry Committee include, but are not limited to:

A. Airframe Division
B. Application Technologies Division
C. Chemical Division
D. Dealer/Parts Division
E. Insurance Division
F. Propulsion Division
G. Support Division

Awards Committee

The Awards Committee solicits nominations for industry award recipients, reviews those nominations, and selects award recipients.

Budget & Finance Committee

The Budget and Finance Committee has oversight of all budgetary and financial concerns for the NAAA. This Committee makes an annual review of NAAA's budget and submits their review and recommendations to the Board of Directors for final approval.

Communications & Public Relations Committee

This committee has responsibility for oversight of *Agricultural Aviation* Magazine, as well as oversight of the official NAAA website. The committee is also involved in the development of all NAAA educational programs and has the responsibility to develop and monitor programs which are designed to enhance the public image of the aerial application industry.

Constitution and Bylaws Committee

This committee is responsible for reviewing and studying all recommendations or actions which may result in the amendment of the NAAA Constitution or Bylaws. The Committee provides appropriately drafted amendments to the Bylaws for consideration by the Board of Directors, which are then presented to the membership for adoption.

Convention Committee

The Convention Committee has the responsibility of planning and conducting the annual convention of the National Agricultural Aviation Association. Committee members set convention registration rates, and rates for booth space, meals, and sponsorships. They also decide the theme of each year's convention, evaluate possible locations for the convention, and review contracts between NAAA and host hotels and convention centers.

Government Relations Committee

This committee monitors and evaluates Federal legislation and regulatory activities and then recommends policy positions for approval by the Board of Directors. The Government Relations Committee also establishes broad policy guidelines regarding legislative initiatives to be utilized by the NAAA staff and the Committee Chairman to determine the day-to-day positions which the NAAA will take in areas of importance to the aerial application industry.

Insurance Committee

The Insurance Committee reviews the insurance needs of the industry and develops programs to provide various insurance coverage for the NAAA or for the members of the NAAA. The Insurance Committee then monitors the progress of insurance programs to ensure that they are meeting the needs for which they were developed.

Long Range Planning Committee

This committee studies the aerial application industry to determine what issues, activities, and actions are impacting the industry. Committee members then evaluate and determine program activity in the areas of philosophy, goals, and long term objectives for the association. From time to time, this committee will also review the structure of the association, and the adequacy of facilities and equipment in order to provide recommendations regarding long range planning for capital improvements and facilities.

Membership Committee

The Membership Committee is responsible for maintaining a strong viable NAAA membership. In keeping with that goal, the committee reviews membership materials and works with the NAAA staff to create and manage the materials required for membership development. Committee members review the programs and activities of the National Agricultural Aviation Association to ensure that they are appropriate to meet member needs and to attract new members.

Museum Committee

The Museum Committee is tasked with assuring that the heritage of the agricultural aviation industry is maintained and that the public has the opportunity for access to aerial application industry information and historical mementos. The committee has oversight of the National Agricultural Aviation Museum in Jackson, Mississippi and works to assure that adequate funding is available for care, protection, and administration of museum activities.

Nominating Committee

It is the responsibility of this committee to present to the Board of Directors a slate of nominees for the offices of President, Vice-President, Secretary, and Treasurer. The board members then vote to determine who will be elected to those positions.

Research & Technology Committee

The Research and Technology Committee is responsible for addressing issues affecting the use and application of crop protection products. The committee monitors the actions of the Environmental Protection Agency and other regulatory agencies with oversight of aerial application and develops programs and activities that will be in the interest of safe, efficient aerial application of crop protection products. The committee also works with industry, educational, and research entities, to ensure the proper representation of agricultural aviation and to review any data or information produced by those entities to guarantee an accurate portrayal of aerial application.

Safety and Federal Aviation Regulations Committee

This committee address issues of aviation safety or regulatory initiatives which may affect the agricultural aviation industry. The committee serves as a liaison with the Federal Aviation Administration and maintains a close working relationship with aviation regulatory agencies. Committee members are tasked with developing programs and policies as needed to enhance the safety of aerial application.

NATIONAL AVIATION RESEARCH & EDUCATION FOUNDATION (NAAREF) BOARD MEETINGS

NAAREF is a non-profit organization whose goal is to promote and foster research, technology transfer and advanced education among aerial applicators, allied industries, government agencies and academic institutions. This mission is served through programs like the Professional Aerial Applicators Support System (PAASS), which educates pilots on key safety and drift minimization issues important to flying, modern agriculture and crop protection. In keeping with its focus of developing and delivering quality educational programming, NAAREF has also introduced the Com*paass* Rose program, which is a series of round table discussions designed to provide professional support and direction to new-to-the-industry agricultural aviation pilots. NAAREF also encompasses the Operation S.A.F.E. (Self-Regulating Application & Flight Efficiency) program, which is designed to clearly demonstrate that ag aviation recognizes its responsibility to minimize the potential for adverse health and environmental effects of agricultural chemical application.

NAAREF board meetings take place in conjunction with NAAA board meetings and follow a similar format. NAAREFF Committees include:

PAASS Program Development Committee

This committee sets program priorities, develops and recommends program topics to NAAREF and develops program content; members serve as subject matter experts during contracted program development. The Committee is composed of approximately equal numbers of operators/pilots and government/industry representatives. A Technical Advisory Panel augments the Committee.

PAASS Capital Campaign Committee

This committee may be composed of operators, pilots, WNAAA members, and allied industry representatives, plus the NAAA Executive Director and the NAAA Director of Education & Safety. The Capital Campaign Committee's purpose is to ensure the financial viability of the PASSS program. It does this by developing and pursuing various funding campaigns throughout the life of the program.

Operation S.A.F.E. Committee

This committee is tasked with promoting the use of Operation S.A.F.E. by operators to improve their spray patterns. Committee members are also responsible for advising the NAAREF board on the administration of the Operation S.A.F.E. program.

WOMEN OF THE NATIONAL AGRICULTURAL AVIATION ASSOCIATION (WNAAA) BOARD MEETINGS

The Women of the National Agricultural Aviation Association (WNAAA) is a companion organization to the NAAA. Members are women involved in aerial application — spouses, partners and allied industry members. The main objective of the WNAAA is to promote the positive image of the aerial application industry. As with NAAREF, WNAAA board meetings take place in conjunction with NAAA meetings and follow a similar format. WNAAA standing committees include:

- WNAAA Budget & Finance Committee
- WNAAA Convention Committee
- WNAAA Nominating Committee
- WNAAA Policies & Procedures Committee
- WNAAA Raffle Committee
- WNAAA Scholarship Committee
- WNAAA Ways & Means Committee

CONTRACTUAL LIABILITY—

Run to, don't hide from, your insurance agent!

By Jim Anderson, Starr Aviation Agency, Inc.

All commercial aviation operators, including aerial applicators, will one day experience a requirement to show proof of "contractual liability" in one form or another. The language requiring this coverage in a contract may not even use the words, "contractual liability." But, every operator needs to know what it is, what it can mean to your operation and what to do when faced with proving you have it.

Contractual liability can be defined simply as 'liability because of a contract." The contract can be one between you and the airport owner where you are based, between you and a grower for whom you spray his fields or between you and a crop consultant selling or delivering chemicals to your strip or between you and an engine manufacturer or distributor from whom you are renting a turbine engine. These contracts usually have "indemnification" or "hold harmless" clauses in them, often under a general heading of "Insurance" and sometimes by themselves.

The wording in these clauses all do about the same: it binds you to paying for any defense, and damages, if your act or operation causes the airport owner, grower, engine rental company, crop consultant or others to incur losses as a result of your operation under that contract. You may assume, because you have an aircraft liability and/or airport liability policy, the exposure would be handled by those policies. Not always true! Most, if not all, ag aircraft and airport liability policies EXCLUDE any losses as a result of "contractual liability" unless the company has reviewed the contract and agreed to it.

Sometimes the language in the contract will be acceptable to the underwriter except that the limit requirement is higher than your policy provides. In that case, the underwriter will provide a quote to increase the appropriate limits to comply with the contract. At other times, the limits will be beyond the underwriters' ability or comfort level to do so.

What to do? Don't sign any contract—or verbally agree to one—without first providing a copy of the proposed contract to your insurance agent/broker. He will then request your insurance carrier to review it and either agree to it—often for a fee—or decline to do so. Perhaps the carrier will give your agent an alternative suggestion. As an example, maybe the grower requires $5 million chemical liability and the underwriter can't—or won't—provide that high a limit. He may suggest a $1 million limit for an additional premium. You then can offer that alternative to your grower.

Suffice to say, don't hide your head in the sand and blithely sign any contract put in front of you just so you can post the revenue. You may find—should an event occur which triggers those clauses in the contract—that revenue and then a lot more is quickly deducted from your bank account!

Reno, Nevada Again Welcomes the NAAA Convention this December

By John Aaron Blanchette, NAAA Manager of Communications

The 2009 NAAA Convention & Exhibition will be in Reno, NV "The Biggest Little City in the World" December 7–10th. The luxurious Silver Legacy Hotel will be our headquarters "host" hotel again this year. Celebrate the end of the 2009 season with us at this very special event.

Attendance at the 2009 NAAA Convention in Reno Offers You:

- Four days of educational sessions, training, and exposure to new products, techniques and the latest in technical advancements in aerial application
- Dynamic and informative Speakers at our Kickoff Breakfast and during the General Session. This year's featured breakfast speaker is Captain Dennis Fitch, who showed exemplary courage during the emergency landing of United flight 232 in Sioux City, IA. General Session topics will focus on "Mentoring" – from the perspectives of the mentor, the pilot, and the insurance carrier.
- Plenty of time for networking, meeting new people and catching up with old friends!
- A look at the future of aerial application. Don't miss presentations by the American Society of Agricultural and Biological Engineers (ASABE) on Monday. Information will be presented with the latest studies and analysis of technologies to make applications more efficacious and on-target. Check with your state/regional ag aviation association about earning CEU's at these sessions.
- A chance to visit the 100+ exhibitors on the trade show floor. See, touch, and handle some of the newest products that can maximize your business' productivity. Talk to the company reps, bring your questions for some one-on-one time on the trade show floor.
- An opportunity to bid on products in the Live and Silent Auction. Support NAAA and WNAAA programs and find that "special item" you've been wanting.
- Access to all the fun that Reno has to offer: top-rated shows, top-notch dining and potentially profitable gaming. Don't forget to check out a ski trip before or after the NAAA Convention.

Take advantage of informative and educational sessions at the NAAA annual convention. This year's general session topic will focus on mentoring in the ag aviation industry.

The NAAA Convention is Monday thru Thursday with a two day Trade Show on Tuesday and Wednesday. (Stay tuned to the NAAA website

at http://www.agaviation.org/conventionpage.htm and *Agricultural Aviation* magazine for additional details as the schedule is finalized.

Kickoff Breakfast Speaker – Dennis E. Fitch, Sr.

Captain Fitch has been commended by Former President George H. W. Bush and is the recipient of Senate Resolution 174, 101st Congress for his outstanding effort, poise and courage in assisting the crew in attempting a difficult emergency landing of United Flight 232 at Sioux City, Iowa. Make plans to attend the Kickoff Breakfast on Monday 12/7 to hear this inspiring presentation!

Exhibit at the 2009 NAAA Convention

2009 Exhibitor Booth Sales packets will be sent overnight to prior year exhibitors, on July 6th. Every company involved in the aerial application industry should consider exhibiting at the NAAA Convention.

The NAAA Trade Show gives you twelve "dedicated" hours to interact directly with convention attendees. It's your opportunity to do business with hundreds of operators and aerial application pilots who are looking for ways to improve their business and their bottom line. Attendees come looking for, and find, cutting edge technology, great products and services for their businesses. They are looking to build a personal relationship with their suppliers. Take advantage of this opportunity and showcase your products and services this year! We already have a commitment for five (5) aircraft for display!

A "Blue Man" helps with the bidding during the live auction at NAAA's 2008 convention in Las Vegas, NV.

If you did not receive a packet and are interested in exhibiting, contact NAAA today. Premium booth spaces go quickly! Call Peggy Knizner by phone at (202) 546-5722 or by email at piknizner@agaviation.org.

Sponsor an Event at the 2009 NAAA Convention

Thank you to the following companies who have already committed to sponsoring events at the NAAA Convention:

Air Tractor, Inc.
Convention Program Guide

BASF
Kickoff Breakfast

Bayer Crop Science
Event TBD

DuPont Crop Protection
Farewell Banquet

Syngenta
Auction Reception

Tulsa Aircraft Engines
NAAA Museum Booth

Sponsor an event at this year's NAAA Convention! Available sponsorships include the farewell banquet, general session program, coffee breaks and several other options. The earlier you sponsor, the more advertising you'll receive! Get your company's name and logo in front of the attendees' eyes on signs, banners and in convention materials. Sponsorships are listed in the Convention Program Guide, Jan/Feb 2010 *Agricultural Aviation* magazine and on the NAAA website so your generosity will be noted by the industry! For more information, please call the NAAA office at (202) 546-5722 or visit the NAAA website at http://www.agaviation.org and click the Convention link.

Book Your Room Today

Don't delay! Make your room reservations today by calling (800) 687-8733 and give the group ID NAAA9 or book online at http: //www.silverlegacyreno.com/. The room rate is $79.00/night.

Banquets and receptions held throughout the convention offer attendees the chance to connect with other industry leaders.

WNAAA 2009 Convention Information

WNAAA convention information is available on the NAAA website at www.agaviation.org/wnaaapage.htm or see page 34.

Seeking Auction Items

Donate your items to the NAAA and WNAAA Live and Silent Auction. If you have an item to donate, support the aerial application industry by donating it to the auction. To donate an item, contact NAAA by phone at (202) 546-5722 or by email at information@agaviation.org to donate an item. And remember – equipment that you are not using may be invaluable to someone else – if you have equipment that you feel may be useful to another operation, please let us know about it!

Already Donated for the 2009 Auction:

1) Pratt & Whitney Canada - $20,000 Repair Certificate

Call for NAAA Award Nominations

Who will be recognized as 'the best' in our industry by receiving an award this year? The NAAA Awards Committee is accepting nominations for the 2009 NAAA Awards. If you've attended the awards ceremony in the past and have thought of a person who should be nominated, don't delay! Nominees don't need to be known nationwide; they can be an outstanding individual in your area. Nominate someone today. It is easy to make a nomination for a fellow NAAA member - all you have to do is fill out a form and send it in.

Remember, all nominees must be NAAA members, (Contact NAAA if you are unsure of their membership status. Call (202) 546-5722 or by email at information@agaviation.org). For a list of the available awards, a nomination form and further details, please visit the NAAA website at http://www.agaviation.org/awards.htm. Awards will be presented during the Farewell Banquet on Thursday, December 10th.

Attend NAAA's 43rd Annual Convention & Exposition

Monday December 7th, thru Thursday December 10th, 2009 in Reno NV

NAAA 2009 Convention Events Schedule

Schedule subject to change. Changes to the schedule will appear in future issues of this magazine and on the NAAA Website at www.agaviation.org/conventionpage.htm

Sunday, 12/06
9:00 am – 4:00 pm
Pratt & Whitney Seminar

4:00 pm – 6:00 pm
NAAA/WNAAA Board Meetings

Monday, 12/7
8:00 am – 9:45 am
Kick-Off Breakfast –
Dennie Fitch Presentation

10:00 am – 2:30 pm
ASABE Sessions

2:45 pm – 6:00 pm
Concurrent Sessions

6:30 pm – 7:30 pm
Welcome Reception

Tuesday, 12/8
7:00 am – 8:30 am
CP Products Breakfast

8:45 am – 12:00 pm
NAAA Business Meeting –
Mentoring from the Prospective of the Mentor (Operator), the Pilot, the Insurance Carrier

Noon – 6:00 pm
NAAA Trade Show

5:30 pm – 7:00 pm
Live Auction & Reception

Wednesday, 12/9
8:00 am – 9:30 am
Concurrent Sessions

10:00 am – 4:00 pm
Trade Show Hours

4:00 pm – 5:30 pm
Concurrent Sessions

Thursday, 12/10
8:30 am – 4:00 pm
Concurrent Sessions

5:30 pm – 6:30 pm
Farewell Reception

6:30 pm – 9:00 pm
Farewell Banquet & Awards Ceremony

2009 WNAAA Convention Events Schedule

Schedule subject to change. Changes to the schedule will appear in future issues of this magazine and on the NAAA Website at http://www.agaviation.org/wnaaaconv.htm.

Sunday, 12/6
4:00 pm – 6:00 pm
NAAA/WNAAA Board Meetings

Monday, 12/7
8:00 am – 9:45 am
Kickoff Breakfast

10:00 am – 11:00 am
Welcome & Presentation by Karen Gilmore

1:00 pm – 3:00pm
WNAAA Open House –
WNAAA President's Suite

2:45 pm – 6:00 pm
Concurrent Sessions

6:30 pm – 7:30 pm
Welcome Reception

Tuesday, 12/8
8:45 am – 9:30 am
NAAA Business Meeting

9:30 am – 11:30 am
Athena Program

11:30 am
WNAAA Lunch for the Ladies

Noon – 6:00 pm
Trade Show

5:30 pm – 7:00 pm
Live Auction and Reception

Wednesday, December 9th
8:00 am – 9:30 am
Concurrent Sessions

9:00 am
WNAAA Breakfast

9:30 am
WNAAA President's Award & Presentation of Officers

10:00 am – 11:00 am
Speaker Bruce Vincent, with provider Pals

10:00 am – 4:00 pm
Trade Show Hours

4:00 pm – 5:30 pm
Concurrent Sessions

Thursday, December 10th
8:00 am – 4:30 am
Concurrent Sessions

5:30 pm – 6:30 pm
Farewell Reception

6:30 pm
Farewell Banquet & Awards Ceremony

Ag Aviation Safety, Education and Regulatory Items of Importance

By Ken Degg, NAAA Director of Education & Safety

There have been a number of issues received at the NAAA office that are important to people involved in the aerial application industry. In the interest of keeping everyone informed, we have put together a group of these topics.

FAA Airspace Obstruction Evaluation

Amid all the discussion of the hazard created by the placement of communications and meteorological towers and wind turbines, we often overlook information that is currently supplied by the FAA via the Internet.

FAR Part 77.13 states that any person/organization who intends to sponsor any of the following construction or alteration must notify the Administrator of the FAA:

- any construction or alteration exceeding 200 feet above ground level
- any construction or alteration:
  - within 20,000 feet of a pubic use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet
  - within 10,000 feet of a pubic use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet
  - within 5,000 feet of a public use heliport which exceeds a 25:1 surface
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards.

The FAA makes these notifications available to the public at their Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) web site. It is important to remember that except in the vicinity of airports, towers less than 200 feet tall are not required to be submitted for study. Many cell phone towers and met towers are less than this height and are exempt from analysis. However, the NAAA has learned that some wind companies are listing towers less than the 200 foot minimum in the interest of safety and to decrease their potential liability.

To check for known towers in the area around your operation, go to the search feature of the OE/AAA at *https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp?action=showCircleSearchForm*. The database can be checked for obstructions either on or off airports as desired. Define the circle radius to be checked up to a maximum of 50 nautical miles and then select whether you wish to center the search circle on:

- an airport – in which case the airport identifier is entered
- an off airport case number
- an on airport case number
- or a specific location using the latitude and longitude.

A similar tool was recently introduced by Rockford Map Publishers, a NAAA Allied Industry Member. This product, available on a commercial basis for a subscription fee, is called Fly Right Safety Data. Fly Right goes an additional step by including the Federal Communications Commission (FCC) database of towers that are required to be registered with that agency. These transmitter towers may be less than the 200 foot height required to be reported to the FAA for airspace study.

A subscription to the Fly Right data will provide quarterly updates of the

An airplane being pattern tested at the La Junta Operation S.A.F.E. Clinic.

latitude, longitude and altitude of the known obstructions in the databases. The DVD contains the data in two formats – the first being SHP files for use in aircraft systems and with mapping software and the second is KML files that are used by Google Earth™. The information is divided by state and county for easier access.

In addition to the obstruction data, the coordinates for public and private airports are also given. Keep in mind that the information provided, although immense, is no guarantee that all obstructions are listed - especially those non-transmitting towers less than 200 feet above the ground. More information about Fly Right can be obtained from Rockford Map Publishers at 1-800-321-1627 or *http://www.rockfordmap.com/FlyRight/flyright.php*.

Pilots can consult the FAA Obstruction Database for tower locations.

Important 2008 General Aviation Survey

The 2008 General Aviation and Part 135 Activity Survey (GA Survey) has been underway since April. The FAA's annual GA Survey is the only source for information on the general aviation fleet, the number of hours flown, and the reasons people use general aviation aircraft. Data collected by this survey help determine funding for infrastructure and service needs and form the basis for critical research and analysis of general aviation issues. The GA Survey will also be used to prepare safety statistics and calculate the rate of accidents among general aviation aircraft. The entire general aviation community benefits from high quality information on the number and activity of general aviation aircraft. But to obtain an accurate picture of the general aviation fleet, participation from all aircraft owners is essential.

The GA Survey has been conducted annually since 1999 by PA Consulting Group, an independent research firm. Using an independent firm ensures that individual information is not reported to the FAA. Information will be used only for statistical purposes and will not be published or released in any form that would reveal specific information for an individually identifiable respondent. All data are reported in aggregate and free of any information (aircraft, personal, etc.) that would allow answers to be traced back to an individual or company. PA Consulting Group maintains a unique identifier for the sole purpose of keeping track of who has completed the survey.

The completion date for the survey is scheduled for mid-August so there is still time to submit information if it is requested. A total of 82,000 general aviation aircraft have been selected for participation in this annual study. If you have received a postcard or letter inviting you to take part in this important study, the NAAA strongly encourages you to participate. The association depends heavily on the data gathered for many uses where we need to prove our industry's activity.

General Aviation Serves America Campaign

The Aircraft Owners and Pilots Association (AOPA) originated a new campaign to inform the public of the advantages of general aviation (GA). AOPA President Craig Fuller says that GA has increasingly negative public perception as an industry of "jets for the rich" especially after the publicity originating around the use of corporate aircraft by companies that are undergoing financial difficulties. Additionally, the Obama administration is leaning toward the use of user charges or a dramatic increase in taxes that GA pays to fund a part of the aviation infrastructure starting in October 2011.

General aviation is an industry that is vital to the economic system of the United States. Fuller said that it pumps $150 billion into the U.S. economy each year and creates 1.2 million jobs. The AOPA has enlisted the assistance of award-winning actor and pilot Harrison Ford, who volunteered his service to be a spokesman for the GA industry. The campaign has developed a web site to tell the benefits of GA to the public at *http://www.gaservesamerica.com/*.

Fuller further stated that "GA is vital to law enforcement, to emergency medical services, agriculture, forestry, wildlife management, and disaster relief". When visiting the website above, click on the "Learn" button to be directed to examples of the way the industry serves the public. One of these is a link to "Farmers & Ranchers" which highlights the industry's service to agriculture. This page can be reached directly at *http://www.gaservesamerica.com/farmers/index.html*. Whenever possible, be a spokesman and supporter for this vital segment of aviation.

2009 S.A.F.E. Analyst Training

WRK of Arkansas and Oklahoma, the ag plane application calibration specialists, has announced the schedule

for their Operation S.A.F.E. Analyst Training session to be held from September 21-24, 2009 at La Junta, Colorado. The clinic is held to train new analysts and analyst technicians, recertify former analysts and provide updates for current analysts to accomplish spray pattern testing. WRK has been holding this training every other year.

The presenters are Richard Whitney (WRK of Oklahoma), Dennis Gardisser (WRK of Arkansas) and Scott Bretthauer (University of Illinois). The clinic starts with registration on the evening of Monday, September 21st at the La Junta Holiday Inn Express. The program for Tuesday and Wednesday includes long training days starting at 6:00 am and ending at 5:30 pm. Both days feature classroom and hands-on training on the familiarization, setup, use and evaluation of data from the pattern testing equipment. Wednesday afternoon ends with a final exam which must be successfully completed for those wishing to be certified or recertified as Operation S.A.F.E. Analysts.

On Thursday and Friday, September 24th and 25th, the Colorado Agricultural Aviation Association will hold their annual Operation S.A.F.E. Fly-in. The fly-in and pattern testing gives the participating ag operators a chance to check the spray pattern produced by their aircraft. It has the added benefit of providing the analyst trainees with aircraft and patterns to check and evaluate under actual conditions. The La Junta Fly-in is unique in its mix of piston engine aircraft (both radial and horizontal), turbine airplanes and helicopters.

WRK requests that potential attendees pre-register as soon as possible to help them plan the meeting details. Although walk-in registrations are accepted, the tuition fee increases by 10% if reservations are not made

Analysts being trained on the use of Operation S.A.F.E. equipment.

by August 20, 2009. Additional information can be obtained by downloading the PDF of either the training announcement or the detailed program by clicking on the appropriate link at *http://www.agaviation.org/opsafepage.htm*.

NPRM Issued on Thrush Wing Spars

On May 4, 2009, the FAA published a long-promised Notice of Proposed Rulemaking (NPRM) of a new Airworthiness Directive (AD) to supersede AD 2006-07-15 which required that Thrush Aircraft, Inc Model 600 S2D and S-2R series airplanes be inspected around the bolt hole areas of the wing front lower spar caps. If cracks were found, the spar cap must be replaced or repaired and the FAA notified of the findings. The AD also put the affected airplanes into groups for compliance time and applicability.

This proposal would retain the actions of AD 2006-07-15 and impose a life limit on the wing front lower spar caps that requires replacement of these caps when a specified time is reached. It would also modify the model and serial numbers included in established groups of applicable airplanes and remove ultrasonic inspection as a method of compliance.

The deadline date for submitting comments is July 6, 2009 so by this time, the FAA should be evaluating the comments received. Although we don't know the final form of the AD, we assume that the evaluations will result in the AD being issued in the near future.

Air Tractor AT-402 AMOC Available

Air Tractor, Inc has asked for the NAAA's assistance in informing the ag aviation community of a revised Alternative Method of Compliance (AMOC) for Airworthiness Directive (AD) 2006-08-08 Revision 1. This revised AD specifies certain wing spar actions on Air Tractor Model AT-402A aircraft serial numbers 0952 through 1182 and AT-402B serial numbers 0966 through 1182. The AMOC specifies the conditions under which an owner may begin a repetitive inspection interval program as an alternative to the required wing spar replacement required by the revised AD.

The AMOC is listed not in the Federal Register but is an attachment to the FAA's Docket Management System Docket Number FAA-2006-23646 (as FAA-2006-23646-0040.1).

Even though the AMOC is approved, any owner or operator of an applicable airplane wishing to use the AMOC must notify the appropriate principal inspector (PI) at the local FSDO before using it.

English Proficiency on FAA Certificates Extended

Effective March 5, 2008, the International Civil Aviation Organization (ICAO) required pilots, flight engineers, navigators and control tower operators who operate internationally to have a certificate stating that the holder is proficient in the use of the English language. Since the ability to read, speak, write and understand English is already required

to obtain an FAA certificate, the FAA began issuing all new certificates with this endorsement, explicitly stating that certificate holders read, speak, and write English, on February 11, 2008.

The FAA notified ICAO that it extended the U.S. compliance date until March 11, 2009 to allow sufficient time for affected U.S. airman certificate holders to comply. Replacement certificates will include this endorsement and can be ordered either on-line through registration with Online Services or by phone at 1-866-878-2498. For information, refer to *http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/*. There is a $2 fee for the replacement certificate and the requirement for the endorsement is only mandatory when operating internationally.

Guy Wire Marking Contest

Remember to enter the "No Guy Wire Left Behind" contest to design a marker to make guy wires more visible to ag aviators. The person entering the best design could win $1,000 for their ingenuity. The selection of the design and award of the prize is to be awarded at the NAAA National Convention in Reno, Nevada from December 7-10, 2009.

According to statistics compiled by the NAAA, over the last 10 years, an average of 23 percent of ag accidents were caused by aircraft striking obstructions. Of those, 53 percent were collisions with wires. The contest provides a challenge for anyone to make ag aviation safer. The deadline for entries is September 1, 2009. Contest information and forms can be obtained from the NAAA website at http://www.agaviation.org/guywirecomp09.pdf, by email request to information@agaviation.org or by calling 202-546-5722.

Membership Application

Mail to: NAAA, 1005 E Street St., Washington, DC 20003
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**
$450	___ **Allied (1-10 employees)**	$680	___ **State/Regional Association**
$680	___ **Allied (11-50 employees)**	$170	___ **WNAAA**

Allied Industry: ***(indicate 1)***

___ Airframe ___ Application Technology ___ Chemical
___ Dealer ___ Insurance ___ Propulsion ___ Support

Membership Year That You're Paying _____

Name: _____

Company: _____

Address: _____

City, State, Zip: _____

Bus (____)_____ Home (____)_____

Fax (____)_____ Email _____

Website: _____ Spouse _____

Please consider a donation to support NAAA programs.

NAAA Dues $_____ NAAREF Donation $_____

(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.)

Total $_____

Payment via:_____ Check Enclosed _____ Credit Card

Card # _____ Exp Date _____

Signature _____

(signature authorizes billing credit card)

Card holder Name _____

Cardholder Address _____

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 17%. ***Agricultural Aviation*** **subscription cost ($30 for domestic, $45 for international) is included in membership dues for all membership categories.**

Date	City	State	Aircraft Type	N #	Injury	Description of Accident
2009						
03/22/09	Ville Platte	LA	AT-602	5189P	Serious	Hit power line with vertical stabilizer
04/09/09	Cove	OR	S2R	114JP	Minor	Hit terrain approaching field
04/23/09	Pinehurst	GA	Ce A188B	4789Q_	FATAL	Unknown-may have been pilot incapacitation
05/04/09	Colfax	WA	G-164B	6628Q_	None	Power loss
05/06/09	Marysville	CA	G-164B S2R	6617K 40208	Serious None	Mid-air collision between two ag aircraft on landing
05/13/09	Richvale	CA	UH-1B	843M	Serious	Hydraulic failure while repositioning on pad

Welcome to New Members

As of May 20, 2009

AFFILIATED CHEMICAL

Richard Rice
Plant Health Care, Inc.
Collierville, TN

Brian Rund
Nufarm Americas
Cary, NC

AFFILIATED DEALERS

Denslay Hoffman
Avenger Aircraft and Services
Greenville, SC

AFFILIATED INSURANCE

Paul W Greening
Greening Aviation Claims Inc.
Riverhurst, SK Canada

ASSOCIATE

Thomas Strother
Garner, NC

Ryan T Smith
Owingsville, KY

OPERATOR

Robert B Shepard
Platte Valley Aviation
Wheatland, WY

Larry D Love
Love Aero
Leland, MS

Joey Daniels
Daniels Aviation Inc.
Inverness, MS

Jody Hall
J & J Air Service Inc.
Sledge MS

Kenny Crider
Crider Flying Service
Swifton, AR

Peter C Malone
Ag Air, Inc.
Sikeston, MO

Carl Walker
Walker Aviation LLC
Antigo, WI

PILOT

Michael G Ford
Ford Flying Service, Inc.
Doerun, GA

Charles J Van Houten
Stokes Flying Service Inc.
Earle, AR

Michael W Skillman
Katy, TX

John A Sterling
Whatley Flying Service
Port Lavaca, TX

William B Farwell
Helicopter Applicators Inc
Benton, PA

Gregory R Smith
Speas Aviation Inc.
Burkesville, KY

Leslie Cady
Cady Aerial Spray
Deer Grove, IL

Joe Coppick
Puyallup, WA

Reid E Brown
Lindell Aerial Ag Service
Aledo, IL

Michael Ray Bryan
West texas Warirds
Hale Center, TX

Michael Christensen
Harlan, IA

Thomas Morgan
AJ Aviation
Morse, LA

Dean Unterreiner
Mooresville, NC

Donald D. Rose
Wilmington, OH

Nathan Broehl
West Salem, OH

Wes Redden
Boyle, MS

Robert Wilson
Niceville, FL

28th Annual National Agricultural Aviation Museum & Hall Of Fame Golf Tournament

Remember to plan for NAAA's annual Museum & Hall of Fame golf tournament. This year's event will kick off with a Gumbo Cook-Off on Friday evening. Saturday evening will be a Bar-B-Q picnic with ribs, pulled pork and the trimmings. The tournament will be held at the Whispering Woods Hotel, Olive Branch, MS. Friday and Saturday nights' events will be held in the gazebo at Whispering Woods and golf Saturday and Sunday will be played at Cherokee Valley, Olive Branch.

Tentative Schedule of Events:

Friday, Oct. 16	5:00 p.m.	Gumbo Cook-Off Putting Contest
Saturday, Oct. 17	9:08 A.M. 5:00 P.M.	First Tee Time Picnic, Fun & Calcutta
Sunday , Oct. 18	9:00 A.M. shot gun start	Golf Scramble Luncheon after golf Cherokee Golf Club

Golf fees $185.00
Social only $85.00
Room rate $92.00 *(includes continental breakfast each morning)*
*rate will go up after October 1st

To register for any or all events and to make room reservations, contact the event organizer: Lou Stokes: 870-792-7474 or lsmimi@hotmail.com

Index of Advertisers

CLASSIFIEDS

FIBERGLASS REPAIR

Professional Fiberglass Repair
422 Monte Vista
Woodland, CA 95695
Phone: (530) 662-6269
Fax: (530) 735-6265
Web: www.jhpfr.com
Professional Fiberglass Repair specializes in the repair and refinish of hoppers and all fiberglass components related to the ag-industry. We do structural repairs as well as offer thermoplastic welding and bonding with complete production facilities for special designs. Paved landing strip available for fly-in repairs.

DYNANAV

DYNAMIC NAVIGATION & MAPPING SYSTEMS

It's Your Turn

Simple by design

Flexible in Application

DynaFlight GPS Systems

Our Difference: The Bottom Line Through Advanced Design

Our Priority: Pilot Safety, Reliability and Productivity

www.dynanav.com

DynaNav Systems Inc. 121 - 11465 Baynes Road, Pitt Meadows Airport, BC, Canada

Contact: 604-465-0009 airag@dynanav.com

[In this jungle, it's survival of the smartest.]

Adjuvants · Seed Treatments · Grain Protectants **[Herbicides · Insecticides · Fungicides]** Micronutrients

Outsmart your toughest weed, insect and disease challenges with AgriSolutions™ herbicides, insecticides and fungicides. All of our crop protection products are backed with the technical support and expertise necessary to ensure top performance. You need to be smart about how you spend your time and money; let AgriSolutions™ crop protection product agronomists help you deliver results.

AgriSOLUTIONS™

agrisolutionsinfo.com

PAINTING A PICTURE OF CRAFTSMANSHIP

At Air Tractor we take a great deal of pride in building a high-quality agricultural aircraft. But sometimes we focus so much on producing a workhorse that we fail to stop and admire how good they look too. There's just something about those aerodynamic clean lines and bright yellow and blue palette that gets an ag pilot's heart beating faster. Guess you could say we're picture-worthy. Get the picture.

AUTHORIZED DEALERS

Domestic

FARM AIR, INC.
(618) 842-7121
farmair@fairfieldwireless.net

FROST FLYING, INC.
(870) 295-6213
jrfrost47@hotmail.com

LANE AVIATION
(281) 342-5451 / 1-888-995-5263
glane@laneav.com

NEAL AIRCRAFT, INC.
(806) 828-5892
larry@nealaircraft.com

QUEEN BEE AIR SPECIALTIES
(208) 745-7654 / 1-800-736-7654
chipkemper@aol.com

SOUTHEASTERN AIRCRAFT
(772) 461-8924 / 1-800-441-2964
mail@southeasternaircraft.com

VALLEY AIR CRAFTS
(559) 686-7401
valleyaircraft@clearwire.net

Parts Only

ABIDE AERO CORP.
(662) 378-2282

International

AGSUR AVIONES, S.A.
(Argentina & Brazil)
+54-2477-432090
amoreno@waycomnet.com.ar

AIR TRACTOR EUROPE
(Europe & North Africa)
a division of Avialsa
+34-96-265-41-00
v.huerta@avialsa.com

CONAIR GROUP INC.
(Canada)
(604) 855-1171
rpedersen@conair.ca

FIELD AIR (SALES) PTY. LTD.
(Australia)
+61-353-394-222
sales@fieldair.com.au

FROST FLYING, INC.
(Central & South America, except Argentina)
(870) 295-6213
jrfrost47@hotmail.com

LANE AVIATION
(Mexico, Central & South America, except Argentina)
(281) 342-5451 / 1-888-995-5263
glane@laneav.com

MOKORO SAFARIS
(South Africa)
+27-568-181-703
mokoro@mweb.co.za

QUEEN BEE AIR SPECIALTIES
(Canada)
(208) 745-7654 / 1-800-736-7654
chipkemper@aol.com

AIR TRACTOR®
AIR SUPERIORITY™

AIR TRACTOR, Inc.
Olney, Texas 76374
940.564.5616

airtractor.com