

# Agricultural Aviation

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42nd Annual  
NAAA  
Convention  
Preview





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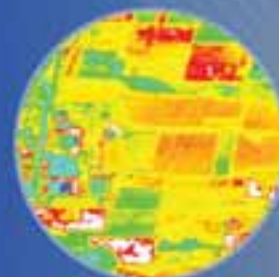
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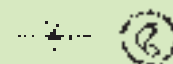
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## President's Message

**BOB BAILEY**



# WATCHING OUR "6"\*



**A**s I sit here with the last magazine communication that I will have as your 2008 president, I reflect on the past year. There have been many interesting challenges that I have faced as the president of the NAAA and many lessons learned. I have had the opportunity to meet a lot of new people and to see a lot of new places. I appreciate the hospitality that has been extended to me during all the travels that I have endured throughout the year. I think the most interesting place that I have been this year is a place that I have traveled to many times, yet have seen it in a new way. That is Washington, D.C. With Andrew as a tour guide to the inside of the political scene, it has been an interesting and educational experience, from meetings with congresspersons to lunches with the other lobbyists that help with the issues that we battle or support.

There are many political issues in which the NAAA represents the aerial application industry in our nation's capital. A number of these issues you may not even be aware of as the NAAA nips them in the bud before they develop. One such issue that I would not have realized impacted me as much as it did without serving as president is the FAA reauthorization funding issue and attempts by some in the government to levy user fees on general aviation aircraft that use publicly funded airports. Since I work off of a municipal airport, this funding is very important to the continued operation of the airport, but so is my bottom line. Operators pay to use municipal airports through hangar fees and fuel profit, storage and uplift charges, which can add 36 percent in cost compared with ordering fuel directly from a fuel supplier. Without NAAA speaking to Congress on my behalf, I would not have known the importance of this issue, nor what the Association is doing to prevent users' fees from being levied on our industry and keeping our fuel tax exemption safe. These are the things that our staff is doing for us that sometimes we do not even

realize. Rest assured that our staff in Washington is watching our "6"\* and will continue to do so in the next year since it appears recent gridlock in Congress will prevent a resolution on this issue in 2008.

There are many ways that we can help our staff in Washington do their jobs; one of these is to get involved on a local level by getting to know the people that represent you in Congress. This can provide a large assistance to the NAAA staff when different issues arise in the future. If we have a relationship established with these people, it can really help with response time on issues that affect our industry. The TAAA had a picture on the cover of their magazine a few years of the governor of Texas standing next to a 502; that governor became President Bush, who was nine months into service on September 11, 2001. Familiarizing him with our industry during his governorship may not have been the only thing involved in getting the ag aviation world flying again after that infamous day in our history, but it certainly did not hurt us. You never know when a local political figure will have the opportunity to make a big difference in the decisions that affect our industry.

The last thing that I want to encourage all of you to do is to attend the convention in Las Vegas. This promises to be one of the best we have had in some time, from the kickoff speaker to the wealth of knowledge presented in the general and concurrent sessions. A number of the following pages detail the convention events. Please know that your participation in the convention not only benefits you via edu-

cational programs, networking and exposure to cutting edge aerial application products and services; but it also benefits the Association with the resources to represent our industry in Washington, D.C. with the Congress and the federal agencies. I look forward to seeing you in Las Vegas!

\*For our non-pilot audience, this term means to "watch your behind" and is used in aviation as a warning by your wingman.

*Rest assured that our staff in Washington is watching our "6"\* and will continue to do so in the next year.*

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## Executive Director's Message

ANDREW MOORE



### TRANSITIONS

Life is full of transitions. I know it is a cliché, but, oh, is it ever true! The NAAA has and will continue to experience a number of transitions this year and next. One of the biggest transitions we will experience, both as an Association and as an industry, will be in the area of government relations as we move from our outgoing U.S. President to an entirely new Presidential Administration next January 20. With a new administration comes a whole new set of government officials in Washington, D.C. as the new president fills leadership posts at the EPA, FAA, DHS, TSA, etc., with appointees that share his political ideals. NAAA will be busy over the next several months meeting these new government officials and communicating the aerial application industry's positions on a number of government relations issues.

Another transition that has been occurring in Washington since 2006 has been a change in the political party in power. Eight years ago, we had a Republican Presidency and Republican Majority in both congressional bodies. Congress' focus in 2001 was to cut taxes across the board and curb government regulations. Now, with a Democrat-controlled Congress, there are efforts to step up regulations, particularly in the areas of controlling green house gas emissions, and to redact a number of the tax changes enacted earlier this decade. NAAA will be actively working with Congress and the new Administration to ensure that proposed greenhouse gas emission regulations and other proposed environmental regulations do not add further cost pressures on our industry which has seen fuel, fertilizer and chemical expenses multiply in recent years. NAAA will also need to work hard to preserve a number of tax provisions it has secured over the past few years. These include the full and complete exemption from federal excise taxes on aviation fuels consumed when

aerial applications are used to protect and nurture crops. Because of failed efforts in the past two years, an effort to reauthorize the FAA will be on the congressional agenda again next year, which may result in altering the current fuel tax formula that general aviation aircraft must pay and most likely will propose user fees for taking off and landing at public airports. Again, NAAA must be ready to monitor and preserve its interests in this area to keep the industry exempt from federal fuel excise taxes and user fees.

Another transition the NAAA has experienced recently has been in our staff. In September, Lindsay (Barber) Byrne left NAAA to pursue her desired career in the area of special event planning. Lindsay served the Association quite aptly for four years, and she will be missed. Because the Association is lean in its staff numbers and every staff member performs multiple functions, it will take time and transitioning to regain our maximum efficiency. Taking over Lindsay's responsibilities will be John Aaron Blanchette, who has been with the Association for three years as Office Affairs Coordinator. John Aaron has a conscientious work ethic and a hunger for new challenges. He is excited to be expanding his horizons and is already working hard in his new position. As we experience these transitions on staff in readjusting our responsibilities, we ask for your indulgence as we let the dust settle on these recent changes. We also ask for your continued support in the form of membership and convention attendance. These are important sources of revenue for the Association which enables us to provide the important government relations, communications and public relations services that ensure the present and future viability of this invaluable industry. ✈



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## WNAAA President's Message

PATTI CLINE



# As 2008 COMES TO A CLOSE...



**T**here are many I would like to express appreciation to. First I would like to thank our wonderful staff in Washington, D.C. They made my year as President a pleasure. Andrew Moore, Peggy Knizner, Lindsay Byrne, Ken Degg and John Aaron Blanchette: each one of them provides leadership, professionalism and competency that are real assets to the WNAAA and NAAA.

It has also been a pleasure serving on the Executive Officer team with NAAA President Bob Bailey. His leadership and service to the NAAA has been outstanding! Bob is a tremendous supporter of the WNAAA and he has worked alongside us to achieve our goals for the year.

To each of the WNAAA state/regional directors who have made this year smooth as well as interesting, thank you for your participation. These women shared their insights, concerns, history of the organization and industry, positive influences and attitudes that made an impact on my time as president. These ladies work hard, serving on both WNAAA and NAAA committees to support the goals of our organizations. Their dedication to our industry is significant to its success.

To the women that took on chairing a committee for the WNAAA, I would like to extend a very big thank you! They accepted the responsibility to ensure that the scholarship program continued (Becky Crocket), that the raffle and silent auction would be successful (Lou Stokes and Janice Everett), that the ways and means booth would have wonderful items to sell (Jayne Rucker and Jane Barber) and that our policies and procedures would be adhered to and accurately documented (Ellen Rau). I'd also like to thank the budget and finance chair (Elaine Gustafson) who kept our financials in order and ensured we were within our approved budget; the convention chairs (Marci O'Connell and Mickey Tinnes) who have put together an awesome 2008 convention program; and the nominating chair (Jayne Rucker) who will make sure we have excellent leadership in 2009!

I had an incredible officer team this year to assist in leading the WNAAA. Vice President Jane Barber was always just a phone call away, and always ready to listen and help. Treasurer Elaine Gustafson was always positive and such a pleasure to talk with regarding the financial status and transactions for our organization. The WNAAA monies were in very competent hands with Elaine. Secretary Janice Everett has provided a very positive and professional influence in all of her work. Each of these ladies worked hard and tirelessly on their own time for the WNAAA and they helped to make my term an easy one.

If you are looking for a group of inspirational women, you will find it in the WNAAA. Even though the spray season is busy and time has flown by, I often think of each of the women I have met and who have become my friends. Also, there is a bond with the directors and the ladies I have met when attending their state/regional conventions and the national convention that is hard to describe. I would not have missed it for anything.

We are only as good as the group is at working together.

No one person can make it *all* come together, or perform all the tasks associated with the committee work to accomplish our goals, because it takes *all* of us. So I would like to encourage you once again to become involved with your state/regional associations and add your support to the work that needs to be accomplished each year to keep the aerial application industry a profitable and safe one.

Part of me is sad to see this year end; it has been a fast moving and fun one for me. On the other hand, I can now join the other past presidents and enjoy being part of their group!

In closing for this year as WNAAA president, I would again like to extend my appreciation and gratitude to each person that has worked along with me and supported the WNAAA organization.

Thank you, it has been an honor serving this year! ✂

*If you are looking for a group of inspirational women, you will find it in the WNAAA.*

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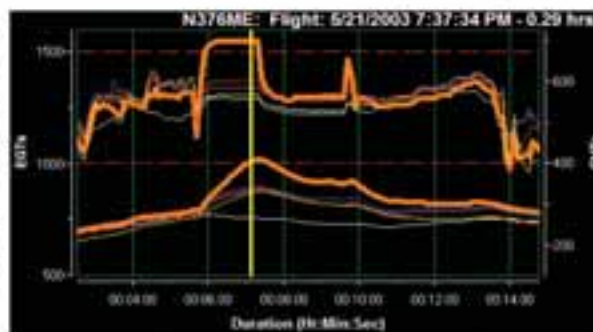
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# GOOD STEWARDSHIP



**T**his is my last column as President of NAAREF; I have enjoyed this opportunity over the last two years. At the risk of being duplicative, I would like to repeat a few of the main points from my columns during the last two years, as it appears that these are basic things that still impact safety and stewardship. These points include: controlling the product for proper stewardship, avoiding looking into the sun, taking off with changing temperature and wind conditions, and operating our aircraft in a safe, profitable manner.

It is essential that aerial applicators control the product in order to provide proper product stewardship. When applicators utilize their own loading system, they can use clean, closed loading equipment. The use of larger, reusable containers can greatly reduce the amount of empty containers that must be disposed of. Specifically, designed loading systems can improve loader safety and increase aircraft efficiency. In addition to thinking about the product handling in your operation, don't forget to put a high priority on safety in your operation and while flying. The other benefit when we control the product is that the crop protection product manufacturers directly know the importance of aerial applicators and their purchasing power. This has the potential for making more products available for aerial use and label language more conducive to making aerial applications.

Time and time again, accidents still have many common, recurrent causes. Making passes while looking into the sun and dealing with wires have both had dangerous outcomes. The issue of loads, wind conditions and density altitude still contribute to damaged aircraft and potential injuries each year. I do realize that there is a powerful incentive to maximize the load in this business, but a bent airplane in the crops at the end of a runway will not carry

anything for a long while — perhaps never again. One lesson that this industry attempts to teach again and again is that the biggest uninsurable cost of an accident (except injury to the pilot) is that it takes an aircraft out of commission. I believe product usage and safety are extremely important, but so is running a financially sound operation and having good people working for you.

In order to have successful, safe and considerate operations we must conduct the businesses in a manner that provides adequate profitability to sustain these operations. When an operation is financially successful it allows for many enhancements that support safety and efficiency. Operational needs such as talented ground personnel, proactive maintenance practices, and the ability to say “no” when

it fits are all things that take financial resources to do. By doing those things you improve the long term profitability even more. There is much more to look at than just how much cash is left at the end of the year and if you have enough money left to pay the bills and buy a new truck or car. Often times, operators think of these costs in the context of per-hour costs, yet they tend to charge per-acre. I believe that it is more relevant to look at these costs on the per-acre basis since that is the unit on which we typically price. This analysis allows enhancements in operations made for the necessary returns to enhance safety and effectiveness of your operation and our industry.

I have deeply enjoyed being a part of the industry by sitting on the NAAA and NAAREF Boards of Directors. It has been an honor to serve both as a member of the executive officer teams as well. This is a fine industry full of

great people, and it is worthwhile for all of us to operate in a safe, considerate and profitable manner to serve our customers and our own best interests. ✕

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# PROACTIVE COMPANY RESPONSE TO PROTECT ENDANGERED SPECIES



**A** number of citizen action suits have been filed this decade against the Environmental Protection Agency (EPA) in protest of the Agency's enforcement of the Endangered Species Act (ESA). These activist suits have resulted in a restriction in the use of crop protection products through the courts ordering the implementation of large buffer zones. The crop protection product manufacturer Monsanto has developed an online tool for its product users to use in mitigating risks to threatened and endangered species (TES) when applying glyphosate products. It is likely that a number of crop protection product manufacturers are or will be developing similar programs in an effort to protect TES and hopefully, at the same time, avoiding citizen suits filed against their products.

The ESA requires the EPA to protect U.S. federally-listed threatened and endangered species from the potential effects of pesticides. While protecting TES, the Agency must also weigh the benefits of pesticide use in production agriculture. The ability to register and re-register pesticide products depends on compliance with the law. Compliance includes EPA consulting with the Fish and Wildlife Services (FWS) and the National Marine Fisheries Services (NMFS) if EPA concludes a pesticide may pose a potential threat to TES. Activist groups have filed seven citizen action lawsuits since 2001 claiming that EPA hasn't properly consulted with the FWS and NMFS. These lawsuits cover 193 different pesticide active ingredients and 41 TES.

Monsanto ecological experts, in their efforts to protect threatened and endangered plants from potential adverse impact because of glyphosate use in agricultural crops, have developed a new stewardship program called the Glyphosate Endangered Species Initiative. To develop this program the company worked with other external TES experts to conduct an endangered species

risk assessment on the use of glyphosate-based herbicides in agriculture and has established mitigation measures. The assessment is currently under review by the U.S. Department of Agriculture (USDA). It will also be reviewed by the U.S. Fish and Wildlife Service and the EPA. The EPA is not expected to initiate review of the assessment until late 2009, but Monsanto is proactively expanding its stewardship efforts and communicating to growers the related mitigation measures now—in order to support the continued use of glyphosate based herbicides while addressing the potential impact to TES.

This initiative depends on Monsanto working in partnership with growers and applicators. The program provides users with an online tool, *Pre-Serve*, describing areas where use limitations are necessary to protect TES. A simple 4-step process allows farmers and applicators to determine if their fields are within a Use Limitation Area, or an area where threatened or endangered plants may be present near agriculture. The 4-step process online tool can be found at [www.pre-serve.org](http://www.pre-serve.org).

Licenses of crops with Roundup Ready® technology are required to access the Pre-Serve tool and follow any applicable mitigation instructions. Where fields are within a Use Limitation Area, the tool specifies measures to minimize the risk of any potential adverse effects to threatened and endangered plant species from glyphosate use in agriculture. These measures include limiting ground applications to rates of less than 3.5 pounds acid equivalent (a.e.) per acre, possible buffer zones for aerial applications depending on the size of the spray droplets, and in some counties aerial applicators will be required

to observe a new maximum use rate of 0.92 pounds a.e. per acre with medium spray droplets. The 1.55 pounds a.e. per square acre rate if using coarse spray droplets is unchanged.

*A simple 4-step process allows farmers and applicators to determine if their fields are within a Use Limitation Area, or an area where threatened or endangered plants may be present. The 4-step process online tool can be found at [www.pre-serve.org](http://www.pre-serve.org).*

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Monsanto invited a group of NAAA aerial application members to provide the company feedback about the *Pre-serve* online tool. An important aspect about the mandated buffers for use of glyphosate in a Use Limitation Area is that it applies only when the wind is moving air toward the direction of a sensitive area, not away from that area. In addition, aircraft equipped smokers used to provide information to ag pilots about air movement will serve as a sufficient method in determining wind direction and therefore the need for buffers.

According to Scott Baucum, trait stewardship lead with Monsanto, "In reality, relatively few growers will be affected by this program. Use Limitation Areas cover no more than 1 percent of U.S. cropland, some states have no TES habitats near crop land, and ground applications with a use rate of less than 3.5 pounds a.e. per acre are not affected."

Monsanto has also stated that it is committed to protecting farmer privacy during this process. Dave Gustafson, regulatory affairs manager with Monsanto, said "Maps will not indicate the locations of fields or identify who owns or farms a field. Farmers will be responsible for determining whether their fields are within defined Use Limitation Areas and be individually responsible for managing herbicide applications in their own fields. Applicators will play a key role by following the required practices and thereby fulfilling the farmer's obligation to observe these protections."

The future of the ESA and its effects on those in agriculture who apply pesticides is still uncertain. More citizen suits will probably be brought forward against the EPA related to how it consults with the federal wildlife protection agencies when a pesticide risk determination is made. This will continue to restrict pesticide use. Monsanto's Pre-Serve initiative is a proactive and positive approach to mitigate the effects of pesticides on TES. It is likely that more of these initiatives will come forward from the crop protection product manufacturing community in an effort to remain good stewards of the environment and avoid a web of litigation. ✕



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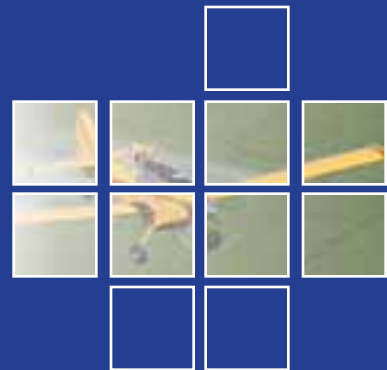
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# AG PILOTS TAKE ON TRAINING ROLE FOR EMERGENCY RESPONDERS

By Mary Lou Jay

**B**oyd Morgan, owner of Quality Spraying Service in Belgrade, Montana, had a good incentive for educating rescue personnel about the proper way to handle ag aircraft crash.

“Several years ago there was an ag aircraft wreck in Indiana, and the sheriff, EMTs and all of the rescue people were afraid of contaminating their personnel and equipment, including the ambulance, transporting the pilot to the hospital. Unfortunately his chance of survival was minimized because of the rescue workers’ concern about the products on board.”

“That’s something that shouldn’t have been allowed to happen,” he continues. “So I decided that I would give this [training] a try, to see if I could help the next guy that wrecked. It could be me or someone else – you never know.”

Ag pilots in other areas are holding training sessions for similar reasons. “The last thing that I wanted to have going through my head if I had an accident was that they were

keeping a 500-foot perimeter around me and my airplane because they were afraid of chemical exposure. If I have an accident I want them to come running hard,” agrees Eric Klindt of Tri-State Air Ag in Campbell, Minnesota.

“It is our responsibility to educate responders because no one else will teach firefighters, EMTs and volunteers how to handle these situations properly,” says Craig Bair of Ag Flight Inc. in York, Nebraska.

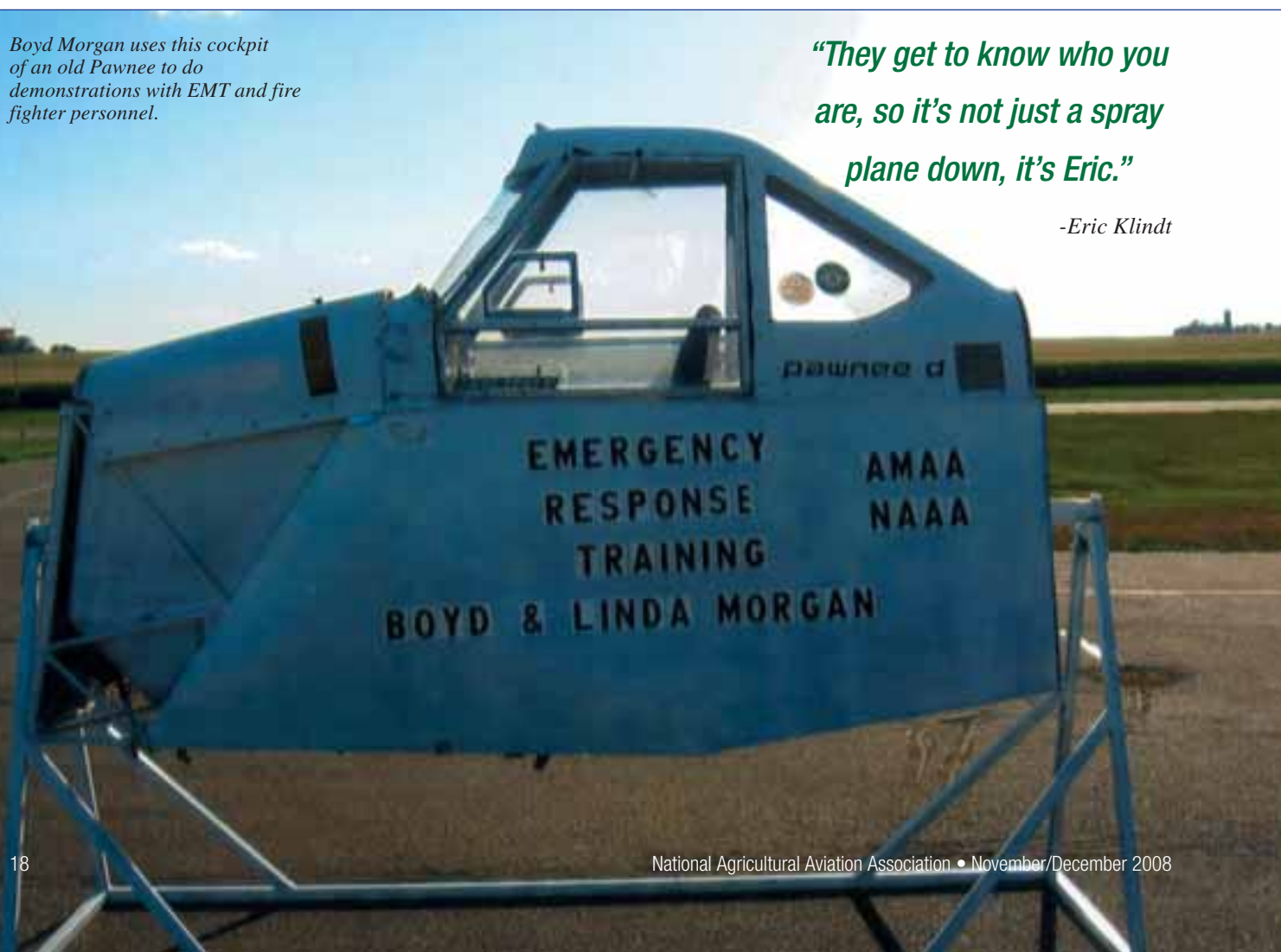
## Presentation Talking Points

Morgan has given about five presentations in the past several years. He begins the two-and-a-half-hour sessions by acquainting firefighters and/or EMTs with chemical material safety data sheets (MSDS) for various agricultural chemicals. A Material Safety Data Sheet (MSDS) is designed to provide both workers and emergency personnel with the proper procedures for handling or working with a particular substance. MSDSs include information such as

*Boyd Morgan uses this cockpit of an old Pawnee to do demonstrations with EMT and fire fighter personnel.*

*“They get to know who you are, so it’s not just a spray plane down, it’s Eric.”*

*-Eric Klindt*



physical data (melting point, boiling point, flash point, etc.), toxicity, health effects, first aid, reactivity, storage, disposal, protective equipment and spill/leak procedures. These are of particular use if a spill or other accident occurs. Morgan also talks about the personal protection equipment that firefighters should have — rubber boots, hats and gloves, and respirators — and tells them that such equipment is sufficient protection against chemicals that the pilot might be carrying. On a few occasions, a chemical handling and storage expert from a local co-op has helped Morgan with this portion of the program.

Morgan then covers the topics of fuel and chemical spillage in a wreck. He stresses the importance of turning off the master fuel switch as soon as possible, and tells attendees to look for the red handle, red switch or red cover that designates its location. He explains the basics — when a switch is up, it's on; and when the switch is down, it's off — since responders are unlikely to know anything about airplanes.

"I tell them, 'When you first get there, that's the first thing that you want to do. If there are two people there, one could get the switches off while the other attends the pilot. If there's a third guy there, have him disconnect the battery if he can find it,'" says Morgan. He points out that wires running along the fuselage could spark, which could cause a fire if gas is leaking.

During his presentation, Morgan tries to anticipate and suggest ways of handling situations that emergency responders might face, including downed wires or a dumped chemical load. He explains how rescuers might find the pilot—hanging upside down and/or unconscious. "This makes it really hard to get him out without hurting him. If you undo the seatbelt and the shoulder harness to drop him out, you could break his neck," he tells the participants.

Morgan then shows the National Agricultural Aviation Research & Education Foundation's video, "Pilot Safety," which focuses on crash rescue. "I let them know about some of the differences between what the film shows and how things actually work here," he explains. For example, the film suggests calling the operator's office but there may be pilots from several different operations working in one area. A better idea might be to call the local co-op since they'll likely know what chemicals a pilot is using. The presentation and the video usually generate questions and additional discussion, Morgan adds.

## Practicing A Rescue

After the discussion, the participants get an opportunity to try a rescue on their own. Morgan constructed a training cockpit out of one of his wrecked Pawnees, removing most equipment but leaving the master fuel shutoff switch, the door releases and the pilot's seat and shoulder harness. During the program, he straps a volunteer from the group into the seat and turns the cockpit upside down.

"Once they see somebody upside down and try to get him out, it's a much different perspective than they had sitting in the classroom and thinking about it," Morgan continues. "Many really have no idea how to get him out of there.

Some groups went right to work immediately, trying to get him out and discussing it. Some took a while, but you can't keep the guy hanging upside down too long, so sometimes we've had to roll him back up and discuss a little more.

"I told them to just go ahead and cut the shoulder harness or whatever they need to do, but to remember if you haven't got a hold of the pilot real good you're going to drop him," he continues. "After we're done, all the groups discussed what they did or what they should have done. It really got them thinking."



*Eric Klindt conducts an EMT-Firefighter Training Session at his hangar.*

At the end of his presentation, Morgan points out that the knowledge he has shared can help rescuers assist victims of any small plane wreck. "They won't have to worry about the chemicals, but they will still have to worry about the gas and maybe more people in the crash," he says.

## Cockpit Close-Ups

Eric Klindt also includes non-ag aircraft when he takes emergency workers out to the airport to look at small planes close up. "That way, if there's an accident with a general aviation aircraft, they have some knowledge of it," he says.

Klindt has been giving presentations on ag airplane crashes to law enforcement, fire department and EMTs since 2001. His classes can include up to 60 individuals. "I did the law enforcement in my area first, including the sheriff's highway patrol and the police, since they're usually the first ones at the scene to help," he says.

His two-to-three-hour training program starts with an hour of classroom training focused on pesticides. "I explain that 99 percent of the time, they'll be dealing with a diluted material," he says. "Then I go into what protective equipment is necessary. Most law enforcement people carry a Tyvek suit that they can use. I explain to them that if they have that Tyvek suit on and wear gloves, that will give them enough protection for 99 percent of the products that we spray." Tri-State Ag Air provides Tyvek suits to class participants who don't have them.

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Klindt shows the same NAAREF “Pilot Safety” video as Morgan, as well as photos of crashed planes, explaining what happened in each scenario. He fields questions and then heads out to the airport with the class, where he and another ag pilot bring out their planes.

Participants get an opportunity to sit in the cockpit while Klindt points out the location of the fuel and electrical system switches. He usually takes the side panels off the plane so they can see where the chemical hopper is located. “We show them where the chemical is, and how we can dump our load to get rid of it if we know we’re going down or the engine is out,” he says. “Fire departments also want to know where, if the airplane is sitting upside down, they can jack on the airplane to get someone out.”

One group of EMTs asked to attempt a “rescue” with Klindt sitting in the plane. He was impressed with their work. “They immobilized me in my seat, strapped me to a half board, twisted me and carried me out,” Klindt says.

The relatively large groups aren’t a problem, Klindt says. “When you start talking and taking things apart, they’re all pretty attentive; they’re just fascinated with it.”

## Providing Emergency Procedures

Craig Bair and his wife Teresa hold field days once or twice a year for emergency personnel in their area. He reviews the types of crops sprayed during different parts of the growing season and the chemicals likely to be used during that time. He explains MSDS sheets and product labels, and provides participants with handouts of that information.

Bair emphasizes four procedures that firefighters, law enforcement personnel and EMTs should follow when they receive word of a crash:

1. Call the pilot’s business immediately to find out what chemical was on board and to get the MSDS sheet.
2. Determine the toxicity of the chemical.
3. Remain upwind or upstream while donning personal protection equipment.


4. Maintain contact with other emergency workers and applicators to receive updates on the situation.

Bair explains decontamination procedures and shows attendees his onsite emergency shower and eye wash station. He then has participants climb into the cockpit to learn the location of handles and latches and teaches them how to unfasten the aircraft safety harness.

Bair advises emergency personnel arriving at the accident scene to avoid moving the wreckage. They

should keep the helmet on the pilot, and watch for symptoms of chemical exposure, doing a quick decontamination of the pilot at the scene and keeping him/her warm. The MSDS should travel to the hospital with the pilot.

Morgan, Bair and Klindt all agree that the sessions they’ve conducted have been well received. “The people are very appreciative for the information and the training,” says Morgan. Emergency responders need a certain number of training hours each year for



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certification and they are usually glad to schedule such sessions.

“The more you think about it, the more possibilities there are for this kind of training,” Morgan says. “There are a lot of people who need to know about this.”


Conducting the training sessions offers one more advantage to an ag pilot, Klindt says. When rescuers are acquainted with the victim, rescuing that person takes on additional urgency. “It’s human nature,” he notes. “They get to know who you are, so it’s not just a spray plane down, it’s Eric.”

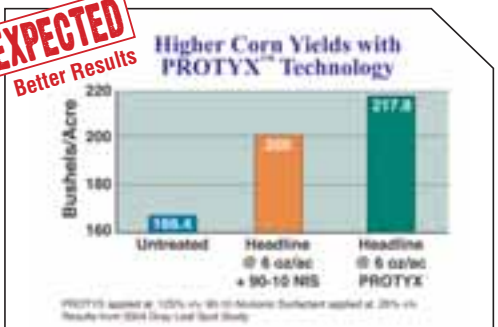
### Tips On Running An Emergency Personnel Training Sessions

1. If you want all types of emergency personnel at your training session — firefighters, EMTs and law enforcement representatives — be sure to issue invitations to each group. Don’t assume that one group will pass the information on to another. Alert the media, too.
2. Decide how many participants you are comfortable handling. Morgan usually trains a dozen, Bair around two dozen and Klindt as many as 60, since he has assistance during the hands-on portion of the program. If there are too many people involved, it may be difficult to give everyone a close-up, hands-on look at the aircraft.
3. Consider holding training sessions before your busy season begins so that the information you share will be fresh in the minds of emergency responders if there is a problem.
4. Take advantage of other resources. If you have access to a chemical expert, for example, ask that person to give the presentation on MSDS sheets and handling of agricultural chemicals.
5. Review the types of crops you’re likely to be spraying at different times of the year and the chemicals you’re likely to be using.
6. Provide handouts like MSDS sheets or Tyvek suits for participants. Give them a list of phone numbers that they can call if they have further questions or if there’s an emergency.

7. Practice your presentation ahead of time. Incorporate visuals such as videos from the NAAA and NAAREF, as well as photos/slides of crashes to keep people interested. Consider taping your presentation so that you can critique yourself and make improvements for the next time. NAAREF’s “Pilot Safety” video is available from NAAA for \$10. Please contact NAAA by phone at (202) 546-5722 or by e-mail at information@agaviation.org to order a copy.

8. Include a hands-on component. When emergency responders can actually climb into a cockpit and see the location of the shut-off valves and battery, they’re more likely to remember them. Simulated rescues are especially valuable because they give rescuers a real understanding of the challenges they’ll face in getting a pilot out of an airplane. ✕






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### Kickoff Breakfast – Monday, December 8

Attend NAAA's Kickoff Breakfast, sponsored by BASF, on Monday, December 8, and hear a compelling story of survival, rescue and personal success from accomplished military Strike Eagle pilot Brian Udell. He holds the record for surviving the highest speed ejection from a U.S. fighter aircraft at nearly 800 mph. His riveting story of surviving with a crushed body and crippling injuries for hours, 65 miles off the Atlantic Coast is remarkable. Capt. Udell speaks of tackling life's everyday challenges by applying the principles of determination, faith and the sheer will to survive. His triumphant return to the Strike Eagle is an inspiring story about perseverance and character. You won't want to miss this compelling presentation at the Kickoff Breakfast!



*Former military pilot Brian Udell*

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A shuttle service will be provided between the two hotels.

### ASABE/NAAA Technical Sessions – Monday, December 8

The American Society of Agricultural and Biological Engineers (ASABE) will hold its educational session on new technologies and advancements in the aerial application industry. These include discussions on a number of new aerial technologies and techniques that help to mitigate drift, conserve fuel and ensure proper crop coverage. This year's program will feature 10 presentations during the morning session from 10:00 a.m. to noon and during the afternoon session from 1:00 p.m. to 2:30 p.m. *Presentations are not repeated.* Some states allow CEUs for these sessions. Check with your state/regional ag aviation association. More information on the ASABE presentations can be found on pages 25 and 37.



## Welcome Reception/PAC Slot Tournament – Monday, December 8

Enjoy Monday evening's Welcome Reception by catching up with friends and meeting new folks too. Support the industry by participating in the Ag-Av PAC Slot Tournament, which will raise funds for NAAA's Political Action Committee (PAC). Donate \$50 to play a two-minute round at the slot machine. The object is to generate as many points as possible. The first prize is \$1,000; the second prize is \$500; and the third prize is \$200.

The Ag-Av PAC serves to strengthen the agricultural aviation industry's presence in Washington, D.C., by raising funds for candidates who support issues that allow for a stable business environment for aerial applicators.

Please support the Ag-Av PAC by participating in this year's slot Tournament. If you will not be at the Welcome Reception, please consider a donation to the PAC. You can play an important role in determining the outcome of your business' fate by contributing to Ag-Av PAC. Send your personal contribution to: Ag-Av PAC at 1005 E St. SE, Washington, D.C., 20003. *Important note: Federal law requires all PAC donations to be personal contributions. Corporate contributions are prohibited. PAC donations are not tax deductible.*

## NAAA General Session – Tuesday, December 9

Don't miss this year's NAAA General Session, which will feature three presentations on issues impacting our industry. The first speaker is Dr. Debbie Edwards, the Director of the Office of Pesticide Programs for the Office of Prevention, Pesticides and Toxic Substances under the Environmental Protection Agency (EPA). Dr. Edwards will update the NAAA Convention attendees on EPA programs that impact the aerial application industry.

The second speaker is well-known Bill de Decker, Co-Founder of Conklin & de Decker Aviation Information. Bill will speak about hedging to reduce aviation fuel costs, as well as effective tips for marketing your business.

The last speaker will be Dr. Abner Womack who is a Professor of Ag Economics at the University of Missouri,



Attend educational sessions for possible CEUs.

and Co-Director of the Food & Ag Policy Research Institute (FAPRI). Dr. Womack, who wowed convention attendees at the Reno Convention last year, will reprise his role by presenting an overview of the commodity markets and agricultural economy for 2009. Read about the speakers online at [www.agaviation.org](http://www.agaviation.org) under convention link.

## Educational Concurrent Sessions – Check Schedule For Days & Times

The convention will host a dozen educational sessions presented by allied industry companies, such as application technology, chemical, aircraft and engine manufactures. If you are new to the industry or are interested in learning about another type of application, such as firefighting or public health, don't miss the *Compaass* Rose sessions. See page 31 for a list of the scheduled concurrent sessions.

## Exposition Hall – Tuesday & Wednesday

This year's exhibit hall is located in the South Point Hotel. The hall will be open on Tuesday from noon to 6:00 p.m. and on Wednesday from 10:00 a.m. to 4:00 p.m. Visit exhibitors who offer cutting edge technologies and services for the aerial application industry. The goods and services provided by these companies can increase the efficiency of your business – adding to your success!

If you're interested in exhibiting at this year's convention, all details are online at [www.agaviation.org/2008exhibitors.htm](http://www.agaviation.org/2008exhibitors.htm). You can view open booth space, as well as download a booth contract and a booth personnel form. To book your space, send in the booth contract with a full payment today! The NAAA Convention is the one place where you can connect with hundreds of operators, pilots and other allied companies.

## Live Auction – Tuesday, December 9

*Going, going, going, GONE! Sold to the highest bidder.* The live auction and reception sponsored by Syngenta is one of the most exciting convention events with a lot of laughing, big items and all around fun. The live auction will begin at 5:30 p.m. on the trade show floor and will support NAAA and WNAAA programs. Don't forget to bid on silent auction items until 3:00 p.m. on Wednesday. Interested in donating an item? Contact NAAA by phone at (202) 546-5722 or by e-mail at [information@agaviation.org](mailto:information@agaviation.org).

## Farewell Banquet/Awards Ceremony – Thursday, December 11

Close this year's convention by attending the Farewell Reception, Farewell Banquet and Awards Ceremony starting at 5:30 p.m. The Farewell Banquet and Awards Ceremony is jointly sponsored by DuPont Crop Protection and Allianz Aviation Managers, LLC. End a fun week in Las Vegas by joining us in celebrating the significant contributions that many people have made in the aerial application industry. Attend the Farewell Banquet to honor all the award winners' dedication to the industry and reward their achievements.





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## Are You A New Pilot To The Industry Or Feel You Have More To Learn About The Industry?

If so, there are educational sessions for you to attend and networking events to introduce you to people in the industry. Participate in the session titled *Compaass Rose*, which is designed to provide professional support and direction for ag pilots who want to learn more about the industry or for seasoned pilots who are interested in learning about other opportunities in aerial application, such as aerial firefighting, or about technologies, such as GPS, then *Compaass Rose* is for you! *Compaass Rose* sessions will take place on Wednesday, December 10 from 4:00 p.m. to 5:30 p.m. and Thursday, December 11 from 8:30 a.m. to 10:00 a.m. Feel free to attend both sessions to hear from different attendees. Each *Compaass Rose* session is unique and interesting.

## Sponsor An Event

Sponsor an event at this year's NAAA Convention! Available sponsorships include the welcome reception, general session program, coffee breaks and several other options. You can also contact us to create a custom sponsorship. 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 2009 *Agricultural Aviation* magazine and on the NAAA website so your generosity will be noted by the industry! The NAAA website averages 156,680 hits a month and 5,256 hits per day. 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.

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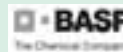
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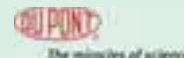
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# Current Convention Exhibitors (as of September 19, 2008)

See the current exhibitor list online at [www.agaviation.org](http://www.agaviation.org).

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Aero Engines  
Aero Flow  
Aero Recip Canada LTD  
Ag Air Update, LLC  
Ag-Air Turbines, Inc.  
AgLasers LLC  
AG-NAV Inc.  
Agrinautics  
Agrismart Information Systems LLC  
AIG Aviation, Inc.  
Air Repair, Inc.  
Air Tractor, Inc.  
Allianz Aviation Managers, LLC  
Avatas Engine Support Services  
Aventech Research Inc.  
BASF Corporation  
Battlefords Airspray  
Bayer CropScience  
Cascade Aircraft Conversions  
Compton Flying Service  
Covington Aircraft Engines, Inc.  
CP Products Co., Inc.  
Cropduster.biz  
Crowley Ridge Aviation, Inc.  
Curtis Agri-Line ASC  
Davidon, Inc.  
Davidson Solid Rock Insurance  
Desser Tire & Rubber Co. Inc.  
DTC DUAT Service  
DuPont Crop Protection

Dynanav Systems Inc.  
Executive Aircraft Maintenance  
Falcon Insurance Agency, Inc.  
First Priority Bank  
Flight Grip LLC  
FMC Corporation  
Frost Flying inc.  
Garrco Products, Inc.  
Gibson & Barnes  
Hardy Aviation Insurance Inc.  
Hartzell Propeller Inc.  
Hemisphere GPS  
Isolair Helicopter Systems  
Johnston Aircraft Service, Inc.  
Junge Control  
Kansas Aviation of Independence  
Kawak Aviation Technologies  
Lane Aviation Inc.  
Makhteshim Agan NA - (MANA)  
Miconair Sales & Service, Inc.  
Mid-Continent Aircraft Corporation  
NationAir Aviation Insurance  
New Creations Design  
Northstar Aerospace  
Perkins Technologies PTY Limited  
Pickett Equipment Company, Inc.  
Pratt & Whitney Canada  
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Roehrich Financial Services Inc.  
Rosen's Inc.  
RT Turbines, Inc.  
S & T Aircraft Accessories, Inc.  
Serv-Aero Engineering, Inc.  
SIFCO Minneapolis  
Simplex Manufacturing Company  
Sky Tractor Supply Company  
South Delta Aviation, Inc.  
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Southwest Turbine, Inc.  
Spectrum Electrostatic Sprayers, Inc.  
Starr Aviation Agency, Inc.  
Syngenta Crop Protection  
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## Seeking Auction Items

Donate your items to the NAAA and WNAAA Live and Silent Auction. Support the aerial application industry by donating an item to the auction. To donate an item, contact NAAA by phone at (202) 546-5722 or by e-mail at [information@agaviation.org](mailto:information@agaviation.org).

### 2008 Auction Items: (as of September 25, 2008)

- Agriflite Services - 30 Check Valves
- AgNav - Ipac Organizer and \$500 gift certificate
- Air Capital Insurance, LLC - Limited edition framed print by Sam Lyons
- Air Tractor - Ram Air Engine Retrofit Kit (no installation)
- BASF - Men's XL Bomber Jacket with BASF & Top Gun Logos and Ray Ban Aviator Sunglasses
- CP Products - 50 CP-11TT Flat Fan Nozzles and 50 CP-06 Swivels
- California AAA - Ag Plane Print
- Compton Flying Service - Quantum bait casting reel (tour PT model) with 7' Berkley Series One rod
- Crowley Ridge Aviation - Fast Start System
- Davidson Solid Rock Insurance - Frank Loudin Aviation Print - Signed, numbered, matted, unframed (One for each NAAA and WNAAA)
- Hardy Aviation Insurance - Aviation quilt designed and made by Janell Hardy (Supports WNAAA)
- Huffy's Airport Windsocks - Lighted Airplane Yard Stake (Supports WNAAA)
- Jackson County Spraying Service - A pair of spurs with an airplane on each side, the shank will have NAAA and a 5 blade rowel.
- K & P Flying Service - Cropduster framed print
- Lane Aviation - (1) 1111 Small Electric Brake & (1) 111F Blade Fan Assy.
- Pratt & Whitney - \$20,000 Gift Certificate
- Prime Turbines & Turbo Products - One set of new, corrosion resistant, Turbo Products PMA CT blades for a PT6 engine, including installation in the disc by Prime Turbines.
- Ronny & Donna Rogers of Garland Agaviation - Air Tractor Weather Vane
- Rotorcraft Enterprises - Start Pac Mini Charger
- S&T Aircraft Accessories - Boost Pump & Motor (A4949 Motor & AN4101CE Fuel Pump)
- Simplex Manufacturing Company - \$500 Gift Certificate toward a rebuild on a Simplex Spray Motor
- Stokes Flying Service - Adirondack chair with painted airplane motif
- Stokes Flying Service - Matching necklace & bracelet
- Syngenta - (2) \$500 Exxon Gas Gift Cards
- Tall-Towers Aviation, Inc. - P-51 Mustang airplane ride
- Transland - 2 each '56600' booms. 2.5" Streamline SST
- TumbleWeed Lodge - 2 day/3 night Bird Hunt at the TumbleWeed Lodge in Harrold, SD (Supports WNAAA)
- Women of the SD Ag Aviation Association - Children's Airplane Motif Sleeping Bag & Travel Bag with pillow (Supports WNAAA)

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 \*Based on Spray Nozzle Models, USDA ARS AH-726, I. W. Kirk



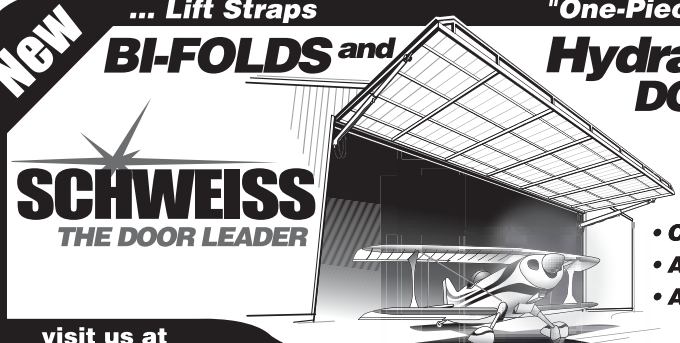
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# 2008 NAAA Convention Events Schedule

*Schedule subject to change. Changes to the schedule will appear on the NAAA Website at [www.agaviation.org/conventionpage.htm](http://www.agaviation.org/conventionpage.htm). All activities will take place at the South Point Casino, Hotel and Spa.*

## Sunday, 12/7

- 9:00 a.m. – 4:00 p.m. *Pratt & Whitney Canada PT6 Seminar*
- 4:00 p.m. – 6:00 p.m. NAAA/WNAAA Board Meetings

## Monday, 12/8

- 8:00 a.m. – 9:45 a.m. Kick-Off Breakfast
- 10:00 a.m. - 5:00 p.m. Canadian Aerial Applicators Board Meeting
- 10:00 a.m. – 2:30 p.m. ASABE Sessions
- 2:45 p.m. – 4:15 p.m. Concurrent Sessions  
FAA/Security  
Honeywell Engines
- 4:30 p.m. – 6:00 p.m. Concurrent Sessions  
Helicopter  
Fire Fighting  
*ProAir*
- 6:30 p.m. – 8:00 p.m. Welcome Reception/PAC Slot Tournament

## Tuesday, 12/9

- 7:00 a.m. – 8:30 a.m. *CP Products Breakfast*
- 8:45 a.m. – 11:30 a.m. NAAA Business Meeting & General Session  
Debbi Edwards, EPA OPP  
Abner Womac, Ag Outlook  
Bill de Decker – Fuel Hedging and Marketing
- Noon – 6:00 p.m. NAAA Trade Show
- 5:30 p.m. – 7:00 p.m. Live Auction & Reception
- 8:00 p.m. – 9:00 p.m. Pratt & Whitney Reception

## Wednesday, 12/10

- 8:00 a.m. – 9:30 a.m. Concurrent Sessions  
Application Technology  
Chemical
- 10:00 a.m. – 4:00 p.m. NAAA Trade Show
- 3:00 p.m. Silent Auction Closes
- 4:00 p.m. – 5:30 p.m. Concurrent Sessions  
*Compaass Rose*  
Pratt & Whitney, Canada –  
Turbine Engines

## Thursday, 12/11

- 8:00 a.m. – 9:30 a.m. Concurrent Sessions  
*Compaass Rose*  
Walter – GE Engines
- 9:00 a.m. – 1:00 p.m. *Ag Nav Training*
- 9:45 a.m. – 11:15 a.m. Concurrent Sessions  
Air Tractor
- 11:30 a.m. – 1:00 p.m. Concurrent Sessions  
Thrush  
*Ag Sync – computer mapping*
- 1:15 p.m. – 2:45 p.m. Concurrent Sessions  
Pratt & Whitney, Canada –  
Piston Engines
- 3:00 p.m. – 4:30 p.m. Concurrent Sessions
- 5:30 p.m. - 6:30 p.m. Farewell Reception
- 6:30 p.m. Farewell/Awards Banquet

**See p. 35 for the WNAAA Schedule.**



*Purchase aerial application-themed items, such as t-shirts, sweatshirts and jackets, from the WNAAA booth on the trade show floor.*

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# 2008 Convention Information

This year's convention will be packed full of events for female convention attendees. Whether you're a spouse or business employee, there are events for you!



NAAA'S ANNUAL CONVENTION

## Don't Miss These Great WNAAA Offerings:

### Tuesday, December 9, 9:30-11:30 a.m. - Yoga Is For Everyone

Karen Voepel is the founder of "Yoga at the Ranch" specializing in yoga instruction, self-care retreats, sleep dysfunction and test anxiety. Karen has been instructing yoga since 2003. Her teaching style is challenging, both physically and mentally. Karen teaches yoga with compassion, creativity and an awareness of each person's unique body needs. "For me, yoga has presented long-term relief from chronic back, neck and wrist pain due to my profession as a court reporter." In addition, she is certified as a retreat coach and family mediator. [www.yogaattheranch.info](http://www.yogaattheranch.info)

\*\*Be sure to wear comfortable clothing to participate!\*\*

### Wednesday, December 10, 9:45 a.m. - The Big Joy Show

"The Big Joy Show" is a high energy show which includes a delightful mix of music, comedy, song parodies, magic, impressions and audience participation, all blended together with a splash of zaniness.

☆☆ Check the Convention Program Guide On-Site for room locations ☆☆



10:00 a.m. – 4:00 p.m. Trade Show Hours  
*Silent Auction Closes at 3:00 pm*

### Sunday, December 7th

4:00 p.m. – 6:00 p.m. WNAAA Board Meeting

### Monday, December 8th

8:00 a.m. – 9:45 a.m. NAAA Kickoff Breakfast  
Speaker: Brian Udell  
9:00 a.m. Continental Breakfast  
10:00 a.m. Welcome & Presentation by Kristi Udell  
'A Spouse's Perspective on Crisis Management'  
1:00 p.m. WNAAA Open House – WNAAA President's Suite

### Tuesday, December 9th

8:30 a.m. – 9:30 a.m. Athena Presentation & Continental Breakfast  
9:30 a.m. – 11:30 a.m. Yoga is for Everyone: 5 Principles of Yoga with Karen Voepel (see above)  
Noon – 6:00 p.m. Trade Show Hours  
5:30 p.m. NAAA & WNAAA Live Auction

### Wednesday, December 10th

8:30 a.m. Breakfast sponsored by Chuck & Marie Stone of Southeastern Aerial Crop Service, Inc.  
9:00 a.m. WNAAA President's Award & Presentation of New Officers  
9:45 a.m. Fame Game (Interactive Game Show)

### Thursday, December 11th

5:30 p.m. – 6:30 p.m. Farewell Reception  
6:30 p.m. – 9:30 p.m. Farewell Banquet/Awards Ceremony

### WNAAA Raffle Prizes

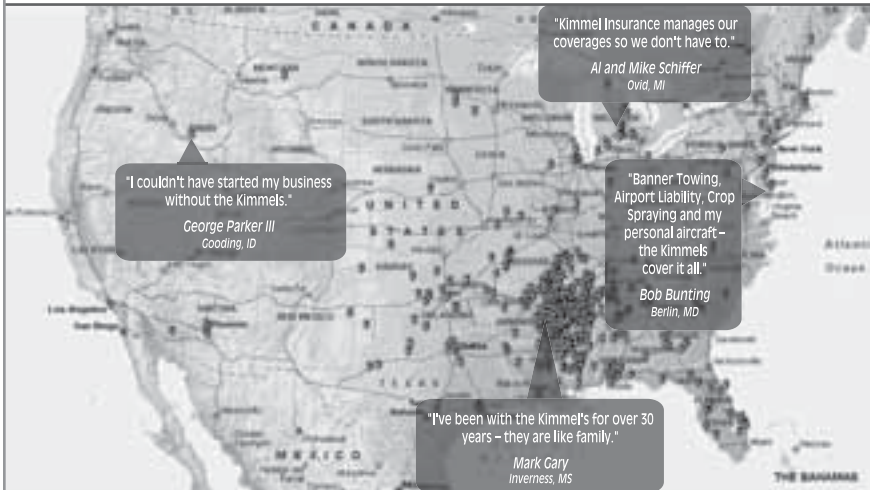
The annual WNAAA Raffle will take place at the NAAA Farewell Banquet/Awards Ceremony on Thursday, December 11. Raffle tickets are \$10 each at convention. Winners do not need to be present to win.

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# 2008 ASABE/ NAAA TECHNICAL SESSION PROGRAM

Morning Session: 10:00 a.m. to Noon

Afternoon Session: 1:00 p.m. to 2:30 pm

Sessions are continuous and not repeats

*The author in bold is the presenting author.*

## Deposition On Field Corn Silks Of Gemstar® And Entrust® Applied At High And Low Spray Rates For Control Of Corn Earworm.

(Bradley K. Fritz, **Juan D. Lopez, Jr.**, Daniel E. Martin, W. Clint Hoffmann, Yubin Lan)

Corn earworm is a major pest of sweet corn, especially when grown organically. Aerial application of insecticides is important for both conventionally- and organically-grown sweet corn production as sweet corn is frequently irrigated to assure return on investment given the high production costs. Aerial insecticide application costs can be minimized through use of reduced spray rates if insecticide efficacy can be maintained at the lower spray rates. The objectives of the study were to characterize deposition on field corn silks when applied at 5 gpa (with VMDs at 230 and 400 µm) and 10 gpa (with VMD at 400 µm) spray rates. Applications of the bioinsecticide, Gemstar®, and the insecticide, Entrust®, which are both approved for use in organic production,

were made over three different fields. The amount of spray material deposited on individual silks for each treatment was determined. Deposition of spray material on the silks was very similar across all application treatments. At the 5 gpa rate, the lower droplet size sprays generally resulted in less deposition than the other treatments. Efficacy determinations were attempted by counting the number of larvae of different sizes per ear before and after treatment applications. Heavy reinfestations of ear worms negated much of the efficacy work, but did point out the potential need

for timely follow-up treatments. Aspects of the results for future research and implications for aerial applications for corn earworm control on sweet corn will be discussed.

## Spray Spectrum Modifications Through Changes In Airspeed To Minimize Drift

(**Bradley K. Fritz**, Bill E. Bagley, W. Clint Hoffmann, Yubin Lan)

Management of droplet size is one of the key components to minimizing spray drift, which can be accomplished in-flight by changing airspeed. Studies were conducted measuring spray droplet spectra parameters across airspeeds ranging from 100-140 mph (in 5 mph increments). In general the volume median diameters decreased 30-50 percent as airspeed increased with similar increases in the percent of the spray volume less than 100 µm. To determine the extent to which these changes in droplet spectra data impacted downwind drift, AGDISP was employed to estimate how varying airspeed along sequential flights swaths near a downwind field edge impacted total off field spray drift. Spray drift was modeled across multiple sequential spray swaths at both constant airspeeds across all swaths and at scenarios where near field edge swaths were flown at lower airspeeds (thus larger droplet sizes) to determine the level to which spray drift is reduced.

## Preliminary Evaluations Of Low Volume Headline® Application Technology

(Nickolas Fassler, Gary Fellows, **Jim Gaffney**)

The corn, soybean and wheat fungicide segments have created a high demand for aerial application services and the need for greater application efficiency. Low water volumes in which fungicides are mixed and applied may offer solutions to improve efficiency and meet the growing demand for aerial services. BASF Corporation introduced 2 gallons per acre (gpa) carrier volume for Headline in 2007, reducing the required volume from 5 gpa, and is continually evaluating innovations in low volume applications. Although Headline is not currently registered for applications in carrier volumes less than 2 gpa, small-scale testing has been initiated to evaluate lower volume applications. Studies were conducted across the United States comparing selected application technologies. Headline applications were made to corn, soybean, or wheat. Evaluations included droplet size and distribution, coverage, disease control, and grain yield of the selected crops. Based on initial results, droplet size, distribution, and coverage are influenced by the



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technology used to make the Headline fungicide application. Further studies and evaluations are required to determine the best application methodology for Headline.

### In-Swath Spray Deposition Characteristics Of Low Drift Nozzles And Rotary Atomizers For Low Volume Aerial Application

(Yanbo Huang, Steven Thomson)

Three nozzle and atomizer configurations: CP Flat-Fan (with selectable tips), Accu-flo (0.016 needles), and Micronair Rotary Atomizer (AU5000 with deflectors) were evaluated for droplet spectra and coverage using water sensitive papers placed in the spray swath. This study used low application volumes (1, 2, and 3 GPA) and three different application heights (12, 16, and 20 feet) as measured precisely by laser mounted in the aircraft. Nozzle angles and flowrates were adjusted for the CP flat-fan nozzles (using appropriate tips according to required flowrate). With the interaction of these application variables the droplet spectrum of the water sensitive papers over the spray swath were calculated to produce Dv0.1, Dv0.5, Dv0.9, relative span, and percent fines. The effects of application height, flowrate and nozzle angle (for the CP), and weather variables on the droplet spectrum, droplet density, and coverage were determined statistically. CP data were compared with output from the available USDA Droplet Spectrum Models at the three low volumes, and spray patterns in the swath for all nozzles/atomizers were evaluated.

### Spray Characteristics Affected By Physical Properties Of Adjuvants

(Yubin Lan, Bradley K. Fritz, W. Clint Hoffmann, Yanbo Huang, Daniel E. Martin, Juan D. Lopez, Jr.)

Four new drift adjuvants, Array, In-Place, Vector and Control, were selected in this study. The physical properties and spray spectrum parameters for the selected adjuvants and EC blank were measured. Adjuvant Array has the highest conductivity,



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which indicates it has good potential for the electrostatics nozzle application. It also has highest shear viscosity value. All the adjuvants have very similar neutral pH value (7.00 to 7.55) and specific gravity (0.987 to 0.997). In-Place has the highest dynamic surface tension (43.4 dyne/cm<sup>2</sup>) and

vector has the lowest one (37.5 dyne/cm<sup>2</sup>). Adjuvant Array has the largest droplet sizes for Dv0.1 and Dv0.5. Adjuvant Array has the largest droplet size Dv0.9. The higher shear viscosity and conductivity, the more the droplet sizes for Dv0.1 and Dv0.5. As the viscosity of the spray mix increases the



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### Improving Canopy Coverage By Using Deposition Aids In Low Volume Fungicide Applications In Corn

(Robert E. Wolf, Scott Bretthauer)

Fungicide application to corn acreage in the USA has dramatically increased. Chemical manufacturers have developed fungicide labels with lower application rates to allow operators to cover more acres in a timely and efficient manner. This study was conducted to continue the evaluation of the influence of deposition aids to improve the coverage of the fungicide into the corn canopy. Additives included crop oil concentrates, liquid fertilizers, non-ionic surfactants and other adjuvants. The study was conducted with fungicide applications being made in a full size production field in Illinois. The study was fully replicated and designed so that statistical techniques could be utilized to fully explore what variable(s) are significant. Variables include such factors as: treatments or deposition aids, droplet spectrum, wind speed and direction, temperature, relative humidity, and crop yield. This report will include data to help the industry

further evaluate the benefits of certain deposition aids used with corn fungicide applications and assist in making aerial application recommendations in general.

### Evaluation Of Spray Droplet Spectra From Mimic, Simulated, And Active Ingredient Aerial Sprays

(W. Clint Hoffmann, Bill E. Bagley, Yubin Lan, Bradley K. Fritz)

Studies will be conducted to explore the applicability of using dis-

persion modeling coupled with real-time meteorological data to optimize spray swath widths. These studies are designed to measure uniformity of multiple spray swaths using conventional spray techniques and modified spray swaths as determined by the dispersion model for swath width optimization. The main sampling tool that will be used is a continuous monofilament line that has been laid across all of the swaths during each canopy test. After completing a replication, the monofilament line will be run through the USDA Monofilament



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String Analyzer, which continuously measures the amount of dye on the line to a 6 inch resolution. The amount of dye will be plotted against distance allowing a mean and coefficient of variance (COV) to be calculated from this data. Water sensitive cards will also be placed in the field during the testing to measure droplet size and deposition values. Cotton leaves will also be collected and analyzed for dye deposition. The studies are designed to evaluate the effectiveness of real-time swath optimization for agricultural aircraft.

### Aerial Nozzle Technologies For Low Volume Application Of Fungicide On Corn

(Daniel E. Martin, Alan McCracken, W. Clint Hoffmann, Bradley K. Fritz, Yubin Lan, Juan D. Lopez, Jr.)

With record amounts of corn acreage being sprayed with fungicides and fuel at an all-time high, aerial applicators are looking for ways to quickly cover the acres required while maintaining (or improving) the efficacy of their applications. This field study evaluated several different aerial nozzle technologies (CP-11TT, ASC Rotary, AU5000 Rotary, and Electrostatic) at 1 and 2 GPA for best coverage in a corn canopy. Canopy penetration was also investigated. The study was conducted in a full size production field in Texas. The results of this study

will be used to guide aerial applicators in selection of appropriate nozzle technologies to make efficacious, low-volume applications of fungicides to corn.

### Advantages Of Reduced Application Volumes

(Alan McCracken)

Summary will be in the convention program guide onsite in Las Vegas

### Twinline™ And Caramba™ Fungicides From BASF Registered For Cereals.

(Amber Shirley, Nick Fassler, Ken Deibert)

With the registration of TwinLine™ fungicide and Caramba™ fungicide, earlier this year from the

Environmental Protection Agency, BASF continues to strengthen its portfolio of wheat fungicides for growers and aerial applicators. These new fungicides, for use on cereals, provide growers with broad-spectrum activity on rust, head scab and other major cereal diseases. TwinLine, the new multi-benefit cereal fungicide, combines two robust active ingredients into one, easy-to-use premix formulation. TwinLine contains the active ingredients pyraclostrobin, the same active ingredient in Headline® fungicide, and metconazole. When applied at flag leaf, TwinLine offers growers unsurpassed control of destructive cereal diseases while improving Plant Health - increased growth efficiency, improved stress tolerance, and harvestability. Caramba provides excellent activity against head scab. Head scab is one of the most destructive wheat diseases that, if left uncontrolled, can cause tremendous losses by reducing grain yield and quality. In 2008, TwinLine was applied on grower farms as part of a large scale demonstration program and Caramba was applied for head scab in wheat. Aerial applicators who applied these products found them very easy to use. Both TwinLine and Caramba are EC formulations labeled for aerial applications at 2 GPA and greater on cereals. Application information, aerial applicator experiences, and results from the TwinLine demonstration program will be presented. ✈



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# 42<sup>nd</sup> Annual NAAA Convention & Exposition

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# OPERATOR MEMBER WAYNE WRIGHT INVITES NAAA STAFF TO VISIT HIS OPERATION

By John Aaron Blanchette, NAAA Acting Manager of Communications

*What a fantastic way to make a living, being up there above it all, developing a singular relationship with the world around you that most of us will never know.*



*Eric Paniere of Eric's Flying Service in Marydel, MD sprays a field for the NAAA staff.*

**O**n July 29, 2008, several members of the NAAA Staff accepted an invitation from NAAA Operator Member Wayne Wright of Chesapeake Ag Air in Chestertown, MD, to visit his operation. Executive Director Andrew Moore, Director of Communications, Lindsay Byrne and I enjoyed a field trip about an hour and a half northeast of Washington, D.C. This trip was especially exciting for me, as this would be my first visit to an aerial application operation.

Upon arrival, we were greeted by Wayne, who had his Thrush out of the hanger and ready for inspection. I had never been in the cockpit of an ag aircraft before, and Wayne encouraged me to climb in and have a look at the controls. Wow! There's a lot going on in there. Sitting in that small place, I imagined the intelligence and stamina that it must take to monitor all of those instruments while applying product *and* being mindful of the outside environment. It was eye-opening and reminded me of why everyone flying in this industry should be exercising extreme caution and professionalism while at the helm of one of these aircraft.

Throughout the day, there was so much to take in! I saw flaps, nozzles, mixers and water tanks, along with a number of hoses and hook-ups. I heard about Wayne's views of precision ag. I heard about convection currents, race track patterns and crop protection products. I heard about when to fly and when not to fly. I heard about input costs and state contracts. It wasn't long before my head was swimming with all the new information.

Just when I thought my brain was full, we heard the low growl of an aircraft and looked up to see the Ag Cat of neighboring operator, Eric Paniere of Eric's Flying Service in Marydel, MD, cruising toward us. He flew low over the field adjacent to the hanger, making several passes so that we could see the application process. I had never been so close to an ag plane in flight before, and it was fantastic. I felt like I was at an air show!

After landing the Ag Cat, Eric joined our conversation, which turned toward Wayne's work ethic and his dedication to "doing the right thing." Both Eric and Wayne were in agreement that the aerial applicator should do everything



Andrew Moore, NAAA's Executive Director (left) and Wayne Wright discuss Wright's mixing and loading system at Chesapeake Ag Air in Chestertown, MD.



Wayne shows NAAA staffers Andrew and John Aaron the inside of his 1978 Thrush.

possible to ensure that each application is as effective for the client as it can be. They also stressed the importance of communication with farmers and government agencies. They believe applicators should remember that in all things, whether making an application or having a conversation, each of us is a representative of the ag aviation industry as a whole. Responsible flying and responsible communication will reflect well on our industry. In contrast, it only takes a moment's irresponsibility to leave a lasting negative impression. So many people who are not involved in our industry instinctively see the ag pilot as a daredevil in a lethal machine. It's up to all of us to alter that perception. I was extremely impressed by the dedication that both Eric and Wayne expressed toward that philosophy. They also stressed the importance of good relations with other operators. The thing that impressed me most about Wayne is his dedication to both his farming clients and his industry.

While talking with him, he emphasized the phrase "professional courtesy." All of us in the industry should try to live up to those simple words, and Wayne certainly does.

Wayne is committed to giving each client the very best application possible every time he takes to the skies. For example, he tries to restrict applications to morning and evening hours because he feels that the high heat of midday has a negative impact on the quality of the application. Additionally, though Wayne has mixed emotions about precision ag in general, he takes the precaution of flying with dual GPS

systems, to ensure accuracy of application if one unit should fail.

Later, after more educational discourse on the ins and outs of the operation, we got a peek at some of Wayne's other toys, such as two additional ag planes — one of which he is refurbishing. There was also an amazing little Pitts Special aerobatic plane and a fantastic '88 Corvette. I didn't get to "fly" in the 'Vette, but my chagrin was short lived. I got an even better offer.

"Would you all like to go up in my Cessna 150?" Wayne asked.

"You bet we would!" was the resounding response.

Wayne pulled the little two-seater out of its small hanger and within minutes, each staff member got the experience of riding in the plane. If you've never been up in anything other than a commercial flight like me, let me tell you that taking off in the small Cessna 150 from a grassy runway is an entirely different experience. I could feel the uneven ground jostling the plane. The propeller was literally a couple of feet from my face and my window was actually open as we taxied! It was visceral. It felt like *I* was flying. And the view! Wow! What a unique way to know the earth. Each field has a character all its own. I even

noticed vein-like currents of deeper greens where there was obviously wetter ground. The surface of the planet looked alive. All too soon, it was time to come back to reality. As we approached the landing strip, Wayne manipulated the flaps and the plane immediately began to decelerate. It

*I felt deep pride that we in the ag aviation industry, and in particular operators like Wayne, are doing our part to be good stewards of the environment.*

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felt like we were simply gliding as we slowly and gently touched down. I was ecstatic. What a fantastic way to make a living, being up there above it all, developing a singular relationship with the world around you that most of us will never know.

I was astonished by our host's generosity.

Wayne has spent his life in Kent County, MD, where he was raised on his family's farm. A fourth generation farmer, Wayne was introduced to aerial application over forty years ago when a friend of his started an application business and asked him to fly. When his friend retired from ag aviation in the 1980s, Wayne carried on, starting a business of his own.

These days, Wayne works closely with Eric Paniere. The two operators look out for each other, giving each other a helping hand when one or the other is behind. Together, they spray crops all over Kent County, and cover about half of both Cecil and Queen Anne's Counties.

Much of Wayne's flight time is spent caring for the wheat, soy bean and corn crops, which are plentiful in Southern Maryland. Additionally, he caught our attention by proudly touting the *green* work that he does, seeding near waterways to prevent the run off of fertilizers and top-soil into the area's watersheds. I felt deep pride that we in the ag aviation industry, and in particular operators like Wayne, are doing our part to be good stewards of the environment.

There was much to process during our day at Chesapeake Ag Air. For me, our time there drove home the realization that pilots and operators like Wayne are ambassadors for the entire industry. A great ambassador should be professional, good natured and well spoken. A great ambassador should exemplify all that is best about the culture of the industry that he or she represents. Wayne Wright is a great ambassador. Thank you Wayne, for reminding all of us about the values and standards that everyone in our industry should strive toward, and for exemplifying your own words: "professional courtesy." ✂

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# INSURANCE ARTICLE: AERIAL APPLICATION INSURANCE POLICY CONDITIONS

By NAAA Insurance Committee



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In this issue, we'll delve into some of the typical Conditions found in most, if not all, of the aerial application insurance policies available today.

Let's start with the obvious: The Named Insured or Policyholder must promptly notify the insurance company of an occurrence that may result in a claim and must cooperate with the insurance company in the investigation, settlement or defense of a claim or suit. The Named Insured or Policyholder must agree not to voluntarily make a payment, assume any obligation or incur any expense other than first aid to others without the insurance company's approval.

Next, the not-so-obvious: In the event of an aircraft hull loss, whether or not covered by the policy, the amount of insurance coverage on the hull is reduced by the amount of such loss. The reduced value continues until repairs are commenced and the amount of insurance automatically increases by the value of the completed repairs until the amount of insurance is fully reinstated or the policy expires.

Insured's or Policyholder's duties when an aircraft hull loss occurs: Take all reasonable precautions to protect the

aircraft; do not abandon the aircraft; immediately contact the insurance company; promptly report theft and vandalism to the insurance company and the police; do nothing to harm the insurance company's rights of recovery against any person or organization; allow the insurance company to inspect the aircraft; submit to examination under oath if requested by the insurance company and allow the insurance company to inspect all aircraft records, logbooks repair and service invoices, sales receipts and other pertinent records until settlement of the loss. Also, file a proof of loss within 60 days after the date of the loss in the form of a sworn statement to include all interested parties and encumbrances, the amount, place, time and cause of the loss and the description and amounts of all other insurance covering the aircraft.

Cancellation: If the Named Insured or Policyholder cancels the policy or requests substitution, addition or deletion of aircraft and/or alteration of coverage, the earned premium may be computed at an accelerated rate and not a pro rate of the annual premium. This results in the entire annual premium for the particular aircraft or coverage involved to be



fully earned 120 days after inception. The percent earned after 30 days, 60 days and 90 days of coverage differs slightly amongst the insurance companies, but all use an accelerated cancellation table to calculate the earned premium.

**Changes:** The policy contains all the agreements between the Named Insured or Policyholder and the insurance company. The policy's terms can be amended only by endorsement issued by the insurance company.

**Fraud or Misrepresentation:** The policy shall be void if the Named Insured or Policyholder has concealed or misrepresented any material fact or circumstance relating to the insurance agreement.

**Inspection and Surveys:** The insurance company has the right, but is not obligated, to make inspections and surveys at any time or give the named insured or policyholder reports on the conditions found and recommend changes. Inspections, surveys, reports or recommendations relate only to insurability and the premiums charged. The insurance company does not undertake to perform the duty of any person or organization to provide for the health or safety of workers or the public and do not warrant that conditions are safe and healthful or are in compliance with laws, regulations, codes or standards.

**Non-renewal:** If the insurance company decides not to renew the coverage, they will mail or deliver to the Named Insured or Policyholder notice of the non-renewal not less than 30 days before the expiration date. Ten days notice in the event of non payment of premium may apply in some policies. Proof of mailing will be sufficient proof of notice.

**State Statutes:** If the terms of the policy are in conflict with, or inconsistent with, the insurance statutes of any state where the policy is in effect, the insurance company will conform to those state statutes.

**Subrogation:** If the Named Insured or Policyholder has rights to recover all or part of any payment the insurance company made under the policy, those rights are transferred to the insurance

company. The Named Insured or Policyholder shall do nothing after a loss to prejudice such rights.

**Transfer of the Named Insured's Rights and Duties Under this Policy:** The Named Insured's or Policyholders rights and duties under the policy may not be transferred without the insurance company's written consent except in the case of the death or bankruptcy of an individual Named Insured or Policyholder.

**Violation of Statute:** Coverage can be denied if the Named Insured or Policyholder is in violation of any

United States of America economic or trade sanction administered by the U.S. Treasury Department's Office of Foreign Assets Control (OFAC).

These are some of the Conditions contained in most aerial application insurance policies, not to be confused with Insuring Agreements, Definitions and Declarations which also are important parts of the policy. The prudent thing to do is read through your particular policy, and if you have any questions regarding any of its parts, discuss the questions with your insurance agent. ✕

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# YOU CAN LEARN A LOT BY ASKING QUESTIONS!



Brian Capone

By Brian Capone, Southwest Region, Assistant FAA Safety Team Manager

**Y**es, you really can learn a lot by asking questions, especially when you ask the experts! As a young Federal Aviation Administration (FAA) Flight Standards Aviation Safety Inspector in Louisiana, I learned quickly that when working with operators, providing facts and education usually went a long way toward obtaining regulatory compliance, which makes a safer operation. That is why I got involved with the FAA Safety Program, which is what led me to work with aerial applicators. My FSDO's increase in agricultural accidents really bothered me, and I was at a loss. "Hmm. Why don't I just ask them — the experts — what's up?"

So I sent out a nice letter to all the Part 137 certificate holders and asked several questions, two of which were: What are the top three reasons for crashing, and what are the top three things we can do to prevent crashes? Boy, did I learn a lot!

One item in particular surprised me. "Where is the FAA with safety seminars and products?" Wow, that got me working. The FAA had a Personal Minimums Checklist for Part 91 general aviation pilots and even one for maintenance personnel, so I said, heck; we could use a checklist to reach the aerial applicators. Maybe seeing it at the end of a long day would create some discussion over a beer, or maybe before the first early light flight — a quick review might hit a cord and possibly prevent an accident. So I went about brainstorming and obtaining input from fellow inspectors and the "real" world aerial applicators. One in particular was Ronnie Taylor, an ag operator in Louisiana, who I knew was very active with the Louisiana Agricultural Aviation Association (LAAA) and the National Agricultural Aviation Association (NAAA). When Ronnie and I met, I pitched the idea, along with my draft. I received some great insight into the aerial applicator world from Ronnie and, with my past survey in hand, yielded the first Aerial Applicators' Personal Minimums Checklist (please see the following page to view the poster). Since then the FAA Safety Program has morphed into the FAA Safety Team (FAASTeam, pronounced 'fast team' for short — isn't that an oxymoron, we know nothing is fast



*The FAASTeam is dedicated to helping the agricultural aviation community become the safest in the business. We are planning to have a booth at your national event, so please stop by to get a full-sized poster and talk safety with us.*

in the bureaucracy!) The FAASTeam goal is to work closely with the aviation industry experts in mitigating risks we become aware of through data analysis. Right down my alley!

The FAASTeam came out running, revamping the old "Wings" program into a great web-based Pilot Proficiency Program to attack the risk areas shown through data analysis. The FAASTeam also appoints volunteer representatives and industry partners to work together to reduce aviation accidents in all areas. The FAA side consists of area FAASTeam Program Managers (FPM for short) that can assist in your safety programs. The FAASTeam is beginning to work with the excellent programs within NAAA and NAAREF and hopes to

further develop local relationships at the state levels. Information about the Pilot Proficiency Program, becoming a representative or industry partner, or finding contact information for your local area FAASTeam Program manager can be found at [FAASAFETY.gov](http://FAASAFETY.gov). This website is an information portal, containing an Aviation Learning Center with downloadable information and online courses. The Aerial Applicators' Personal Minimums Checklist can be ordered through your area FPM.

I hope our first venture with the Aerial Applicators' Personal Minimums Checklist will open the door to a productive relationship with the aerial applicator community. Several of our FPMs in areas rich with aerial applicators have already begun to come together to discuss issues relating to accidents and how we can work together to reduce or eliminate them. Safety and risk management is the name of the game, and who better than the experts to provide the kind of ammunition we need to destroy those risks! (Sometimes the

U.S. Marine comes out in me!) The FAASTeam is dedicated to helping the agricultural aviation community become the safest in the business. We are planning to have a booth at your national event, so please stop by to get a full-sized poster and talk safety with us. I have a lot of questions to ask! If you can't be there, then go ahead and e-mail me at [brian.t.capone@faa.gov](mailto:brian.t.capone@faa.gov) for FAASTeam information, or if you just want to chat! Love to learn from you. ✕



# PERSONAL MINIMUMS CHECKLIST

## AERIAL APPLICATORS

### Pilot ●

- Are my pilot and applicator certificates or endorsement and state license correct?
- Have I conducted a reconnaissance of the field to be sprayed for obstacles and flight patterns to use?
- Do I have area maps available for pattern determination and review of adjacent areas?
- Is my flying ability proficient for the task and make/model of aircraft?
- Have my loading areas been properly designated and evaluated?
- Is my GPS programmed and do I have enough operational familiarization to keep my head out of the cockpit?
- Am I flying under pressure of job accomplishment from the customer, operator, or self?
- Is my body free of drugs, alcohol, fatigue, and excess stress?
- Is my body properly conditioned, fed, and hydrated?

### Aircraft ●

- Does my aircraft meet type design, is it altered correctly and airworthy with proper documentation?
- Are my seat belts, shoulder harness, and helmet in serviceable condition and properly strapped?
- Is spray equipment properly mounted, are procedures in place for changes in the field and another set of eyes to check for proper installation?
- Have I properly calculated fuel, weight and balance, performance, and recalculated as the day heats up or landing area conditions change?
- Using performance calculated, have I designated a go/no-go point for takeoffs?
- Have I thoroughly cleaned my aircraft of all corrosive agents when the job has been completed?
- Have I conducted an aircraft post flight and documented any discrepancies?
- Do I have appropriate and knowledgeable technical staff available to repair my aircraft and equipment?
- Have I repaired and documented all aircraft discrepancies in accordance with current manuals and regulations?
- Has a proper operational and/or flight test been conducted, if required?

### Environment ●

- Have I evaluated wind and weather effects for application drift and allowed a proper buffer?
- Is current and forecast weather adequate to provide safe and legal flight to/from and at the job site?
- Do I have situational awareness of all obstacles noted from pre-flight briefings and on-site reconnaissance?
- Have I satisfied my customer's needs in a safe manner both environmentally and aurally?
- Is loading equipment in good operating condition and personnel properly trained and licensed?
- Have I performed the required documentation upon completion of the spray job conducted?







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# NTSB ACCIDENT REPORT

**T**he National Transportation Safety Board (NTSB) investigates all aviation accidents. Accidents that will be reported in the *Agricultural Aviation* magazine are preliminary reports of agricultural aviation accidents, meaning that the probable cause of the accident may not

have been determined. If you are interested in learning more about accidents, you can visit the NTSB website at [www.ntsb.gov/aviation/aviation.htm](http://www.ntsb.gov/aviation/aviation.htm). Please Note: *Some accidents are not listed here because there has to be a certain severity of an accident before the incident becomes an accident.* ✈

Date	City	State	Aircraft Type	N #	Injury	Description of Accident
05/16/08	Mumford	TX	AT-401	15420	None	Power loss-chip detector light-unknown cause
05/25/08	McDonald	KS	S2R	4002R	None	Heavy load-aborted TO-brakes faded-ran off runway
05/27/08	Des Arc	AR	S2R-T34	3105E	None	Power loss for undetermined reason
06/12/08	Muscle Shoals	AL	AT-402B	402BT	None	Hit power line-cut off part of v/stabilizer & all of rudder-landed safely
06/19/08	Lodi	CA	PA-36-375	3859E	Minor	Lost visibility while applying sulfur dust-hit grape vines
06/23/08	Fresno	CA	OH-58C	912HP	None	Power loss on liftoff from truck
07/03/08	Hume	MO	G-164	520Y	None	Power loss-forced landing & fire
07/05/08	Colquitt	GA	S2R	8499V	Minor	Power loss shortly after TO
07/06/08	Clontarf	MN	S2R	5519X	None	Hit power line-post impact fire
07/10/08	Patterson	CA	G-164B	6792Q	Minor	Hit pole-post impact fire
07/11/08	Baton Rouge	LA	S2R	2068B	None	Hit power line
07/12/08	Camilla	GA	G-164A	7395	FATAL	Engine made popping sounds before crash
07/13/08	Alturas	CA	G-164B	3633B	None	Fuel contamination resulting in engine failure
07/14/08	Shafter	CA	Bell 47G	1390X	None	Night lights failed on field approach while night spraying
07/18/08	Bovina	TX	G-164A	7832	None	Power loss for undetermined reason
07/20/08	Ulysses	KS	AT-402B	61318	Minor	Hit irrigation system while looking back
07/22/08	Lake Providence	LA	G-164A	7249	Minor	Hit levy while spraying
07/24/08	Mayville	WI	Bell 47G	24HM	FATAL	Pilot hit by rotor blade after precautionary landing
07/25/08	Newport	AR	G-164A	519Y	None	Heavy load-settled after TO

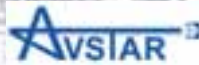




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AgriSmart Information Systems, LLC  
Red Oak, LA

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Rockford Map Puplichers, Inc.  
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David Junge  
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Lafayette, LA

Terry Lankford  
Ames, IA

Brian Parker  
Jupiter, FL

Matt Phillips  
Dewey, AZ

Gerald Wallace  
Cottage Grove, MN

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Jameson's Aero-Ag  
Wellington, TX

Neal Summers  
Summers Spraying Service Inc  
Midland, TX

Gary Worthy  
Sunflower Aero Inc.  
Atwood, KS

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Pierre, SD

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Bakersfield, CA

Joe Elrod  
Bailey Flying Service  
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David Habig  
Dixie Dusters  
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Rodney Hoelscher  
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San Angelo, TX

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Law Flying Service  
Uvalde, TX

Kurt Jantzen  
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| \$85    | <input type="checkbox"/> Associate                  |
| \$225   | <input type="checkbox"/> International              |
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| \$170   | <input type="checkbox"/> WNAAA                      |

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

#### Auto-Renewal Requested

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

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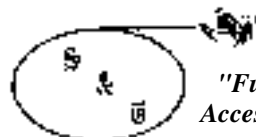
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## Next Generation Intelliflow From Hemisphere GPS Will Increase Precision, Efficacy And Efficiency Of Applications

Hemisphere GPS has announced the release of its new Air IntelliFlow Dual Rate system, which will improve the efficiency and effectiveness of its previous generation Intelliflow system while continuing to offer all of its original features.

The original IntelliFlow system had automatic control of variable flow rates through a single spray system on the aircraft. While this did allow for greater control by releasing droplets at different rates for different speeds, at times, the result was that droplet sizes were too large or too small for a given area of application.

Hemisphere's new Air IntelliFlow Dual Rate system improves on the earlier design by introducing technology capable of automatically manipulating two distinct spray systems on an aircraft. It further improves performance and enhances productivity by continuously governing droplet size and it ensures appropriate product distribution throughout an application.

The increased precision of the Air IntelliFlow Dual Rate system is a benefit to aerial applicators because it can reduce product waste, reduce time needed for application and reduce the number of trips needed to reload. According to the Hemisphere GPS press release, "On fields that require different rates for different areas in the same field, the operator can use a method often referred to as direct injection, applying a constant rate of spray while varying the concentration of chemical within the spray. The Air IntelliFlow Dual Rate system enables aerial applicators to apply two different rates on the same swath to spray a field continually with one application and spot spray with another."

Distribution of the Air IntelliFlow Dual Rate systems will begin in August of 2008. Applicators that currently use the IntelliFlow system will be able to upgrade to the Dual Rate technology by purchasing a special kit from Hemisphere GPS. More information is available online at [www.hemispheregps.com](http://www.hemispheregps.com). -*Managing Editor*

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# NAAA Calendar of Events

Please visit the NAAA Website at [www.agaviation.org](http://www.agaviation.org) for all events.

## November 2008

2-4

Pacific Northwest AAA Convention  
Sunriver Resort – Sunriver, OR  
Patti Cline (509) 968-3386

5-7

Mid-States Convention  
Isle of Capri – Bettendorf, IA  
Rick Reed (217) 234-9439

6-8

AOPA Expo  
San Jose McEnery Convention Center – San Jose, CA  
[www.aopa.gov/expo](http://www.aopa.gov/expo)

10-12

California AAA Convention  
Embassy Suites – San Luis Obispo, CA  
Terry Gage (916) 645-9747

11-13

Colorado AAA Convention  
Crowne Plaza – Colorado Springs, CO  
Dolle Lehrkamp (719) 768-3367

## December 2008

8-11

NAAA's Annual Convention & Exposition  
Las Vegas, NV – South Point Casino  
See page 24  
NAAA Office (202) 546-5722

## January 2009

7-10

Texas AAA Convention  
Renaissance Worthington – Ft. Worth, TX  
Susan Bennett (512) 476-4405

8-9

Missouri AAA Convention  
Drury Lodge – Cape Girardeau, MO  
Bruce Benthien (573) 624-7556

11-13

Arkansas AAA Convention  
Wyndham Hotel – N. Little Rock, AR  
Ron Harrod (501) 376-3233

18-20

Northeast AAA Convention  
Harrisburg, PA  
Glenn Martin (717) 337-1370

19-21

Oklahoma AAA Convention  
Biltmore Hotel – Oklahoma City, OK  
Sandy Wells (405) 341-3548

26

A Montana AA Convention  
Heritage Inn – Great Falls, MT  
Colleen Campbell (406) 463-2268

26-28

Louisiana AAA Convention  
L'Auberge du Lac – Lake Charles, LA  
Ed Krielow (337) 824-5007

28-30

New Mexico AAA Convention  
Inn of the Mountain Gods – Ruidoso, NM  
Gaylon Stamps (806) 537-5143

## February 2009

2-3

SEAF Convention  
Tallahassee, FL  
Linda Minton (772) 465-0714

5-6

North Carolina AAA Convention  
Senator Bob Martin Ag Center – Williamston, NC  
Don Stotesberry, Jr (252) 935-5000

13-15

NAAA/WNAAA/NAAREF Board of Directors  
Crowne Plaza in Crystal City – Arlington, VA  
NAAA Office (202) 546-5722

16-18

Nebraska ATA Convention  
Midtown Holiday Inn – Grand Island, NE  
Judy McDowell (402) 475-6282

25-27

Tri-State Convention  
Sheraton Sioux Falls and Convention Center – Sioux Falls, SD  
Andrea Barber Goebel (605) 765-2105

26-28

Canada AAA Convention  
Delta Kananaskis Lodge – Kananaskis, AB  
Jill Lane (780) 413-0078

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