

NEW HORIZONS

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NATIONAL NEWSLETTER

OCTOBER 2010

PRESIDENT'S REPORT

By Peter Hansen

The CAAA office had another busy summer handling the day to day issues of the association and its members. The board and staff are now preparing for the fall meeting schedule and the upcoming conferences. Most operators are still busy with preharvest applications and the application of fungicides for late blight in potato fields, for the board members this is adding an extra work load as they are also getting involved with the issues of the Association.

Our concern with met towers and their lack of markings and notification of locations proved to be justified when in June a Air Tractor 502 scouting a field had a near fatal collision with a Met tower. This prompted an immediate trail of letters and phone calls by the office, the operator involved, and myself to different agencies that we felt should be made aware of our concerns. Among those were Transport Canada, Minister of Transport, Members of Parliament, the news media and CanWEA (association of companies involved in the development of wind energy). Although our concerns were heard by all, our most positive communication has been with CanWEA. They have suggested forming a working committee comprised of several of its members and a group from the CAAA Board. They were very concerned and eager to work with us to improve the safety of our operators. This committee will be formed and active as early as the first part of October. We will also be involved with discussions with Transport Canada on this issue. They make the regulations in regards to towers, their markings and locations and are currently in the process of rewriting some of these. Although we have been in contact with Transport on this issue the responses we have received have been less than satisfactory. Obviously this will be one of the main issues for the CAAA and board members over the winter.

The regulations involving The Flying Farmer and 702

operators continue to be of concern both to Transport and also the CAAA and its members. This is a work in progress and we will be trying to make some progress on this over the winter. Safety Management Systems is a part of this and we will keep you updated on its progress.

The approval of PreSeed and PreHarvest products this year has proven to be a valuable management option for many farmers and helped extend our applicators' season. Our allied partners have again showed their confidence and support of our industry throughout the summer.

Enjoy your fall and winter season and I hope you take the time to enjoy the special people and things that so many of us miss out on during the summer.

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- In Memoriam
- Different harvest increases feed wheat supplies
- Farmer concerns mount over threat of expropriation

PROVINCIAL REPORTS

PROVINCIAL REPORTS ALBERTA

Mark Kinnibugh

Greetings from (still) soggy Alberta. As I write this report the weather is similar to three months ago, cool and wet. Drumheller producers have exceptional crops in place, but unfortunately we're two weeks behind schedule with little harvesting completed. Fingers crossed that the weather guessers are mistaken and the killing frost forecast for the end of the week fails to materialize!

By most accounts 2010 has been a safe and successful spray season for Alberta aerial applicators. Above average to borderline excessive moisture, (excluding the Peace region), and improving commodity prices has generated strong demand for aerial application. Unlike last year, the primary challenge for many operators wasn't lack of work, but rather, finding a favorable weather window to complete booked acres. As well as the usual suspects, (gusty winds, rain, hail, and fog), we dealt with tornado warnings and several days of reduced visibility due to smoke from B.C. forest fires. All par for the course; if we craved boredom, we'd be charter pilots!

On a serious note, I'm sure most of you are aware of the collision between an AT 502 and Met tower which occurred in southern Manitoba in July. Thankfully the pilot survived; it was a stark reminder that industry standards regarding the proper marking of wind infrastructure must be instituted if future fatalities are to be avoided. To that end, the CAAA has opened a dialogue with the Canadian Wind Energy Association (CanWEA) in the expectation of achieving several goals. These include standard marking of Met towers and associated guy wires, lighting, and the creation of a regularly updated database listing the location of all temporary and permanent Met towers.

In the meantime, we can take several steps to protect ourselves and our pilots. If you spot a new tower in your area, consider marking its co-ordinates with your guidance or portable G.P.S. unit. If each company has this information on file, it can be incorporated into relevant pilot work orders. Another safeguard, often touched on in our safety seminars, is to ferry to the job at the max height your loaded plane will allow, and return to base at 1000 feet A.G.L. or higher. In addition, the Garmin portables (496, Areas) have an excellent terrain avoidance feature that is useful in assisting pilots to identify obstacles. The weak link is the unit's database, as only entered obstructions will be displayed. So far the feedback from CanWEA has been encouraging. Hopefully positive developments on this issue can be reported before next season.

At this year's Calgary Stampede a valuable public relations opportunity was realized when the Calgary Aero Space Museum and the Stampede partnered to recognize the vital contribution aerial application has made to Alberta's aviation and agricultural history. The AAAA booth, as well as Greg Scott's retired AG-Wagon were on proud display. Ralph Tiede and Ben Loree manned the booth and were visited by 1500 people per day! What an incredible opportunity to both educate and positively shape public perception of aerial application. Thank you, Ralph and Ben, for going above and beyond for the betterment of our industry.

This November marks an important milestone for the Alberta Aerial Applicators Association as we will host our 40th Conference and Annual General Meeting. Once again several valuable re-certification credit sessions will be offered and comedian Ken Valgardson (The Funniest Teacher in Canada) will perform at the banquet. Join us at the Red Deer Lodge on November 8th and 9th. I look forward to seeing you there.

SASKATCHEWAN

David Bouchard

Hello everyone from Rough Rider Country or should I say rough weather country. As with a lot of areas it has been a challenging year for the farmers. It started out dry then got so wet that the farmers had a hard time seeding, haying and now combining. I talked to a farmer from Gainsborough, Saskatchewan (in the south east corner) and they are starting their first cut of hay on their last 3 hay fields in the first week of September. Another farmer from the same area dropped off some crop protection product to be applied on sunflowers and told me he had a pretty good day because they only had to pull out the combines 13 times that day. It made me think things at my place weren't so bad. Right now we are on a 5 & 5 schedule we combine 5 hrs it rains then we wait 5 days to combine another 5 hrs.

I am worried in the first week of September I have seen a couple of bald eagles and a golden eagle near my place. I've never seen them down here this early. Geese and ducks are grouping together and the leaves on the trees have been looking fall like for the last 3 to 4 weeks. I hope the weather clears up and we can get this harvest off before an early winter sets in.

The fall Board meeting in Ottawa will be coming up in late October. I don't believe the flying farmers have been treated fairly by the CAAA and I believe policy has not been properly followed in the past. This and some other concerns will be brought forward to the CAAA. If you have concerns to be brought forward, please contact me or one of the other Directors. For bad things to happen all it takes is for good people to say or do nothing.

To date and to my knowledge in Saskatchewan there has only been a few incidents although serious, none fatal. Drift and misapplication issues are up which can be expected when due to the

weather spraying by plane in many cases was the only option. Adding to that many had not applied herbicide before or haven't for awhile. Let's keep up our diligence and finish the year without any more mishaps.

Don't forget the Wings of Saskatchewan Conference and Tradeshow at the Ramada Hotel in Yorkton on November 17 – 19, 2010. With 3 credit sessions, the AGM and the PPF AGM it is a very important event. If anyone has thoughts or concerns to be brought forward, please contact myself or other members of the SAAA Board.

The best to everyone, happy harvesting and see you in Yorkton in November.

MANITOBA

Steven Kiansky

It is with a sad note that I start my report, Ron Deck of Sky Tractor Supply in Hillsboro ND has lost his courageous battle with cancer early this September. Ron was very well known throughout our industry and will be missed. Our condolences to family, friends, and the crew of Sky Tractor.

Mid-September already, busy seasons tend to lead to the time flying by. Frost is in the air and the end of our season is in site, thankfully for many of our Manitoba members the season has proved to be above average. The crops were good through most of the province, and commodities are fair, all in all not a bad year.

As I write this I can look out my office window and see all the new wind towers popping up all around me. Along with new cell towers flying in the Red River valley will never be the same. More and more of our valuable farmland is being consumed by these structures making aerial application next to impossible, and definitely more dangerous.

Transport Canada has made it known to me that they will be reviewing the manuals of the 702 operators soon, the

comments were they were out of date and needed revamping. I would encourage everyone to take a proactive role in reviewing your MSA, MCM, and AOC's. This will save you time and money in the long run.

I guess now we just wait for the killer frost, wash airplanes, winterize, and start preparing for all the meetings and conventions. Remember Savanna in December, Winnipeg in February, hope to see you all there.

ECC

Paul Zimmer

Hard to imagine the 2010 season is all but over. Every year seems to move a little quicker regardless of how busy we are. Must be an age thing.

Ontario started out to be pretty wet this spring resulting in some late planting in some areas. This was followed up in July and August with a very hot and dry summer in the S/W resulting in a decreased demand for our services. All in all, it was just an average year.

On the forestry side budworm programs in Quebec were reported to have gone off successfully, with the potential for more work in 2011. Conifer release herbicide programs were an entirely different story. A late hardening off of the trees delayed the program start dates in Ontario by a good 10 days and the weather throughout the program was extremely challenging with high winds limiting the application windows. Combining those conditions with some unseasonably early hard frosts and the result was that programs were shut down before completion.

Because of the declining forest market in Ontario, my company, Zimmer Air decided to pursue an opportunity to go to New Brunswick to carry out some forestry tending work for the NB Ministry of Natural Resources. Things were going extremely well right up to the point where some individual(s) raided the camp in the middle of the night, torched our helicopter

and filled it full of shotgun lead. There was some known opposition to the spraying in the area but police suspect criminal elements operating marijuana grow ops were the most likely culprits.

That incident, an Ontario operator working in Saskatchewan that flew into a power line, and one other weather related accident late in the season has temporarily reduced the ag fleet in Ontario by three. Fortunately no was hurt in these incidents/accidents.

In other operator news, we saw the progression this summer of two round engines M-18's in St. Thomas being transformed into turbine powered aircraft. Truly an impressive and formidable looking and sounding aircraft.

The ECC will be holding a spray calibration training course and clinic late September at the St. Thomas, Ontario Airport with the generous help of Valent BioSciences and the Ontario Ministry of Natural Resources. With 14 participants from 3 three different provinces and Dr. Dennis Gardisser as the instructor it should prove to be very informative and resourceful for operators working in both ag and forestry. As you may not be aware, unlike western provinces, no formal aircraft calibration in Eastern Canada is required to enable operators to apply pesticides in either the forestry or ag markets except for Pesticide Label recommendations.

I look forward to reporting on the success of this training course in my next submission of the CAAA newsletter.

I also look forward to seeing those of you that will be in attendance at the Ottawa board meeting in October, and all the CAAA operators at the NAAA convention in Savannah.



Dow AgroSciences Retracts Statements from Rep.

Dow AgroSciences supports application of products registered for Aerial Application.

In the July 13th issue of Alberta Farmer Express there was an article titled “Herbicides on pasture work well – if applied well”. In this article one of Dow AgroSciences employees made an incorrect comment about application of our products with fixed wing aircraft.

These comments do not reflect Dow AgroSciences position on fixed wing aerial application. Aerial application is a key component of product application in our key crops business along with range and pasture and forestry. We support all registered aerial application including, fixed wing and rotary air craft.

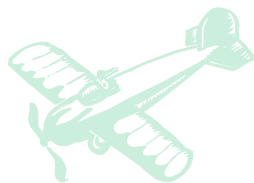
Our broad-spectrum selective range and pasture products can be successfully applied with both aerial and ground application equipment. Choice of application equipment should be based upon the objective of the application and the characteristics of the site.

Dow AgroSciences regrets the comments made by one of our employees in this article, and we are taking action to ensure that our proper positioning on application is aligned within our teams and that this position is shared with our customers through presentations and direct communications.

We have been supporters of the Aerial Application industry in the past, and we will continue to support this important industry in the future.

Regards,

Darren Dillenbeck
District Manager – Specialties Business
Dow AgroSciences
403.466.3554
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CAAA Mentorship Program

The CAAA's Mentorship Program provides a confidential source of advice and mentoring to all new applicators. The CAAA has gathered names of mentors who have agreed to confidentially dialogue with applicators throughout the season. Below is a list of applicators who have agreed to participate in the program, with their contact information. They are available to speak with any new applicator on a totally confidential basis. Contact anyone one of them if you have questions or need advice during the season:

Jon Bagley	Bus: 204-763-8998	Cell: 204-729-7723
Matt Bestland	Bus: 204-736-2476	Cell: 204-771-1980
Allan Denesowych	Bus: 306-786-7007	
Fran de Kock	Bus: 306-445-3099	Cell: 306-441-0547
Bruce Gair	Bus: 780-352-7833	Cell: 780-352-1278
Brent Lange	Bus: 780-352-7833	Cell: 780-361-8831
Clarion Seib	Bus: 306-786-6072	Cell: 306-621-7171
Wayne Silzer	Bus: 306-598-2033	Cell: 306-231-7109

Get the confidential advice you need to help you make the safest decisions.

~ IN MEMORIAM ~

Ron Deck Passes

by Bill Lavender

Reprinted in part. For full article please see http://www.agairupdate.com/article_detail.php?_kp_serial=00000505

Today is a sad day. I learned this morning that my longtime friend, Ron Deck of Sky Tractor Supply in Hillsboro, North Dakota, passed away. Ron had been battling cancer for many months.

I would venture to say that just about everyone in the ag-aviation business knew Ron. If you ever attended a state, NAAA or Canadian trade show, Ron would have been there in full support with his array of supplies and services that Sky Tractor offered. When the exhibit hall doors started to close and the rest of us exhibitors were filing out, Ron would still be patiently talking with a customer, oblivious to the end of the exhibit hall time.

Ron truly cared about his customers. He wanted them to succeed safely and profitably. He spent many hours explaining the ins and outs of the Hemisphere GPS systems that he knew about and understood in detail, as well as CP Nozzles, helmets, ag-aviation software... and the list goes on.

Ron was an adamant Ag-Cat operator. He believed in the aircraft and made many modifications to it that improved its performance. I can remember well his struggle with making the decision to convert from his geared R-1340 radial engines to the Walter turbines. Then, after he had operated them, I remember the big smile he had on his face with satisfaction and enthusiasm about the converted aircraft. He could hardly contain himself, asking me to come fly them, which I did on two different occasions several years apart.

Our industry will mourn the loss of Ron Deck. It's impossible for me to understand how such a vital, health conscious man could lose to cancer. Ron's passing only proves we are on this Earth at the will of God. We do not have any rights to be here. What may seem unfair to us in the loss of a loved one, has to be part of a bigger plan.

Ron Deck - September 9, 2010

Alan East Passes

Reprinted in part from AgAir Update

ARCHER CITY — William Alan East, age 41, of Wichita Falls, Texas, lost his life Sunday afternoon, August 8, 2010, while crop dusting in Platte County, Nebraska.

Alan was a professional pilot, working as a test pilot for Air Tractor, Inc. in Olney, Texas, as well as a crop dusting pilot. An avid sportsman, Alan enjoyed flying planes, racing cars, hunting, camping, and trout fishing, but above all he loved spending time with his wife, daughter, family and friends.

Donations may be made in Alan's memory to the Professional Aerial Applicators Support System (PAASS), which is a safety program for pilots sponsored by the National Agricultural Aviation Association (www.agaviation.org).

Make checks payable to NAAREF (National Agricultural Aviation Research & Education Foundation) and mail to: NAAA, 1005 E Street, SE, Washington, D.C., 20003-2847. Please write on memo: "Alan East Memorial Donation."



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SASKATCHEWAN TO OFFER PROVINCIAL AG SCHOLARSHIP

Saskatchewan's ministry of agriculture plans to put up \$10,000 a year in entrance scholarships for students enrolling in post-secondary ag studies.

Dubbed the Saskatchewan Agriculture Scholarship, the province's new award will go to 10 students per year, each receiving \$1,000. Saskatchewan students in Grade 12 who are entering agriculture-related post-secondary studies in 2011 are eligible to apply, the province said Tuesday.

Eligible students' applications, due by a postmark deadline of Feb. 1, 2011, must include the application form, available online, as well as a 500-word essay or three-minute video essay on either of these two topics:

- the future of agriculture in Saskatchewan over the next 10-15 years, or
- agriculture as a way to solve problems facing the world (for example, food shortages, health problems, environmental concerns, et cetera).

The first group of winners would be announced in March 2011, the province said, and proof of acceptance to a post-secondary institution would be required before the scholarships are awarded.

Ag Minister Bob Bjornerud's announcement Tuesday was made as part of the proclamation of October as Agriculture Month in the province.

"Agriculture Month celebrates the vital role agriculture plays in the culture and economy of the province," he said in a release. "This scholarship is another way we are working to promote the industry and encourage our youth to look at agriculture as a career choice."

25TH CAAA ANNUAL CONFERENCE & TRADE SHOW

February 17 – 19, 2011
The Fairmont Winnipeg

2 Lombard Place, Winnipeg, MA, R3B 0Y3

**Special rates are offered to CAAA
Delegates at \$139 CDN per night.**

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Online Reservations:
<https://resweb.passkey.com/go/caaa2011>

PRELIMINARY PROGRAM

Thursday, February 17th

Opening Lunch
CAIR Safety Seminar (2 credits)
Exhibits Opening
Icebreaker Event
Western Canada Aviation Museum
Hospitality Suite

Friday, February 18th

Breakfast
CAIR Annual General Meeting
Awards Lunch
Spouse Program
Fashion Show at Nygard on Broadway
Hosted Reception
Banquet & Auction
Master of Ceremonies: Les Kletke
Auctioneer: Les Kletke
Hospitality Suite

Saturday, February 19th

Breakfast
CAAA Annual General Meeting
Credit Session
“Wire Strike Avoidance” by Norbert Kilroe,
AltaLink (2 credits)
Closing Remarks

CANADIAN AERIAL APPLICATORS ASSOCIATION CELEBRATES 25 YEARS IN THE AERIAL APPLICATION INDUSTRY!

The Canadian Aerial Applicators Association (CAAA), was formed by a number of visionaries in the aerial application industry. Those visionaries recognized a need existed to provide continuing education and enhanced professionalism in an industry they valued and loved. The CAAA was founded in 1986 with a mandate of promoting and preserving safety and continuing education within Canada's aerial application industry.

February, 1986 marked the occasion of the First Annual CAAA Conference and Tradeshow which was held in Winnipeg, Manitoba. The event was a huge success creating enough demand for it to continue as an annual tradition. During the past 25 years, the CAAA Conference and Trade Show has grown into the largest gathering of aerial applicators in Canada, and includes credit sessions, the annual general meeting of both the CAAA and CAIR, a Safety Seminar, numerous guest speakers, a silent and live auction and a variety of entertainment. Most of all it provides a person to person forum for members to keep current with the industry.

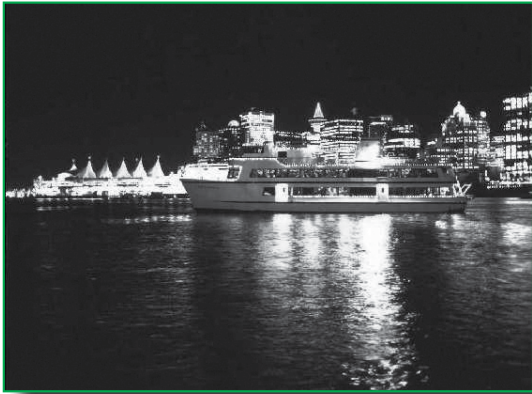
The annual Icebreaker always provides a great opening to the conference providing delegates an initial opportunity to relax and have fun. Past events have included a luge run at



Olympic Park in Calgary; a lobster fest in Halifax; a curling bonspiel in Regina, and a BBQ with dueling piano in Kananaskis, just to name a few! Another key and enjoyable event is the Auction and Banquet, which even more importantly is an invaluable fundraising night to support CAAA programs. The Annual General Meetings is an important component to the conference as it provides information to the membership regarding the activities of both the CAAA and CAIR; relevant guest speakers plus credit sessions providing continuing education and required credits for license re-certification.

Join us as the CAAA celebrates its 25 years service to the aerial application industry and the continued building for the future of this viable industry.

Come to Winnipeg, the city where the CAAA was launched and help celebrate this important 25 year milestone.



NORBERT KILROE ALTA LINK

Aerial Applicator Operations Presentation

Featuring: Low Level Flight Considerations
Surviving the Wire Environment

Norbert Kilroe was born and raised in a farming community in the Shepard area. After graduating from high school, he started his 37-year career working in the electric utility field in a variety of capacities. One of the roles Norbert had was patrolling the southern transmission grid annually in a helicopter. During that time, he became familiar with the intricacies and hazards associated with flying at low altitudes. To assist peers and other entities that operate in this environment, Norbert's employer sponsored several courses for Flying in the Wire Environment, and invited an air spray operator he met to attend. While the course was focused on helicopters, he saw value in some of the information presented. This presentation has been modified to be more relative to aerial spray operations in the hopes of increasing the awareness of the hazards that exist when flying in the wire environment.

THE WESTERN CANADA AVIATION MUSEUM

The Western Canada Aviation Museum offers a unique mix of history and science. Enter through 'Gate 1' - the original Trans Canada Airlines (now Air Canada) passenger terminal - step back in time and let the pioneer aviators of the north take you on an inspirational journey through time!

Your visit will be filled with tales from the sky, great ideas (and not so great ideas) in flight, and a true appreciation for the adventuring spirit.

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Reflections After an Accident

by Gerry Binnema

A friend of mine died in a glider accident this spring. He was an amazing pilot and a really good guy. He used to fly jets in the CAF [Canadian Armed Forces] and then flew 747s for JAL [Japan Airlines]. He was an instructor out at the glider club, and I looked up to him because of his competence, confidence, and the excellent decision making that he displayed.

So what happened? A series of decisions, combined with poor conditions, led to him being just a little too low to return to the field. But it was really close. He could have landed in a small field a few miles away from the airport, but that would have resulted in damage to his brand-new glider, and it would have taken hours to retrieve his glider out of the field. Instead, he headed for a downwind straight-in landing at the airport, hoping for just a little lift on the way. What would you have done?

I know what you just answered. You would have taken the safe route. I would have taken the safe route. I would answer the same way. But research has shown that when we are actually in these predicaments, we often don't take the safe and sure route. Instead, we often gamble.

Let me give you a less dramatic scenario, and I want to encourage you to be honest with yourself about how you would respond. You are driving down an unfamiliar road. You passed a small town 20 minutes ago, but since then, you have not seen any sign of civilization. You have no idea about what is coming up next or how far it is to the next town. Suddenly, the little fuel light comes on. You have about 30 minutes of highway driving until your car runs out of gas. What would you do? To be safe and sure, you would need to turn back, but how powerful is the motivation to press on. There should be another station up ahead!

As humans, we hate to lose. So it is very difficult for us to make a decision that we know will result in a loss.

- We hate to turn back for gas when it means losing an hour of our time.
- We hate to cancel a flight when it means losing face or losing a customer.
- We hate to commit to a precautionary landing when we know it will mean damage, not to mention a huge hassle to get the aircraft out of a farmer's field. So to avoid the known loss, we are often tempted to take a risk.
- There should be a gas station just ahead.
- The weather for the trip isn't that bad, and we could always turn back if things turn out badly.
- I can probably make it back to the airport.

What we fail to do is look at the probability and severity of a bad outcome to the risk that we are taking.

One of the most studied decisions in recent history was the decision to launch the space shuttle Challenger on a cold January morning. That decision was exactly like the ones above. Cancelling the launch would have meant a huge loss of face for the NASA [National Aeronautics and Space Administration] directors. When they asked the engineers about the risks of launching, no one could give them a clear, unequivocal answer. So they chose to avoid the known loss by taking a risk.

Of course, in hindsight, we now know that the Challenger launch decision was a bad one. And I now know that my friend made a bad decision on his flight this spring. But tomorrow, you or I might be faced with another similar decision. So how do we avoid making that decision?

First, we need to recognize this tendency and catch ourselves when we are in these situations. That isn't easy. We make these kinds of decisions instinctively, and it takes work to recognize them. But we make these kinds of decisions in small ways all of the time, so start recognizing the little things you do, as practice. Next time you are exceeding the speed limit while driving, ask yourself why. The answer will probably be that you are trying to avoid being late for something by taking the risk of a speeding ticket. Next time you are doing home maintenance and are using a tool improperly or using a ladder that is too short, ask yourself why. The answer will probably be that you are trying to avoid the hassle of purchasing the right tool by taking the risk of personal injury.

Once you start recognizing your pattern for making these decisions, you need to give some deliberate thought to the risks. What are we afraid of losing?

- An hour's driving time
- A revenue flight
- An insurance deductible and a great deal of time

What risk are we considering taking to avoid this loss?

- Reasonable probability of running out of gas in the middle of nowhere
- Reasonable probability of flight into IMC [instrument meteorological conditions], leading to a possible fatal accident
- High probability of a forced landing in an unsuitable area with unknown survivability

Once we consciously consider the alternatives, we often see things in a different light. Normally, our focus is on avoiding the known loss and not on the risks we are taking. When we start looking realistically at the risks, we can improve our decision making. Start practicing today to avoid making a really bad decision the next time you fly.

Spraying in a Crosswind

This is a subject that I really did not think was necessary to write about, because I honestly thought all ag pilots knew this. And the subject is spraying in a cross wind. Recently I had a student doing my turbine transition course, who had had a few seasons in an AT-301. As we zipped across the field he very smoothly put my Turbo Thrush into a slip, and turned on the spray. Initially I did not say anything, but when I realized he was going to fly all the way across the field like that, I took control of the airplane, pulled up to about 300' agl, and ask him why he was flying like that in unbalanced flight. His response was, that's the way he always did it, and that's the way he was taught. He was not the first one to fly like that. I had one other pilot from this country who wanted to spray like that, and I also had two others from Africa who flew like that. In all four cases, I had a very difficult time in getting them to stop flying in a slip, and let the airplane crab into the wind. Bad habit patterns are hard to break.

When we returned and had our post-flight brief, I explained that when you spray in a cross wind in uncoordinated, unbalanced flight, you are slinging all of the material out to one side, and you will terribly streak the field, and if you are fertilizing a rice or wheat field, in a few days, it will tell on you. You have just

left your signature on a very bad job. Of course the same thing applies if you are spraying Roundup, Paraquat, Stam, or 2-4D, your signature is also on that job, and it will not be pretty.

In a cross wind that is within the parameters of the label for the product you are applying, "crab" the airplane. Technically speaking, you will decrease the swath width, but only very slightly, and of course you can set you GPS for a shorter swath, but you probably won't even need to do that.

IN MY OPINION, the only time you should "slip" or cross-control an ag plane, unless you are flying an Australian Fletcher, is when on final approach and landing in a crosswind on pavement, and you had BETTER do it then. Otherwise your airplane will be hunting a ditch! One other thing to keep in mind is that your airspeed indicator will not be accurate when flying in a slip but then, if you're like me, you rarely ever even look at your airspeed indicator anyway.

And so, be safe, have fun, and make money.

Robert A. McCurdy
FLYING TIGER AVIATION, LLC
Chief Pilot / Flight Instructor

Difficult Harvest Increases Feed Wheat Supplies

By Brent Harder, Resource News International

Adverse harvest conditions across the Canadian prairies is pointing to large volumes of feed wheat around this winter.

Gerald Snip, a grain trader with Market Place Commodities in Lethbridge, said most of Alberta and Saskatchewan are having big problems getting the crop off.

"It's just too wet to even get the combines out the field right now," Snip said. "There's lots of frustration out there at the moment."

All of the rain and cool temperatures have pushed back not only the harvest, but the maturity of the crop. Because of these factors, Snip said the quality of wheat will be poor, meaning a large supply of feed wheat coming in.

"As time keeps on going, the quality deteriorates, and producers get the grain sprouting in the swath, and sometimes even in the standing grain with the excess moisture," he said.

Snip said frost is a non-issue as far as quality is concerned. Although it looks as if there will be plenty of feed wheat coming in once the harvest is over, Snip said the market is still moving in a bullish direction.

"It seems to be moving up a bit, mainly because of lack of access to product. Guys are holding onto stuff, thinking the market is going up if they happen to have grain," Snip said.

Snip said demand is strong, with more feedlots incorporating

wheat into their rations (along with barley). "There's constant demand. Just like you have to feed your family every day, you have to feed your livestock every day," he said.

Snip said he expects the market to remain about where it is for the final quarter of 2010. "There is export demand, but right now guys can't get it off (the field). Once it does come off, there's going to be a good amount of grain for sale."

Elevator deliveries were bringing as much as \$4.62 per bushel in Manitoba, \$4.23 per bushel in Saskatchewan, and \$5.50 per bushel in Alberta, according to Prairie Ag Hotwire. Those prices range from steady to \$0.66 per bushel higher from one month ago.

The Canadian Wheat Board says harvest is only 25 per cent completed across the Prairies. Harvest is typically 60 per cent completed this time of year.

A CWB official is quoted in a Reuters report saying the volume of high-quality wheat and barley produced this year will be the smallest in six years.

Conditions are similar to those in 2004, when frost and rain reduced quality, said Stuart McMillan, crop and weather analyst for the Wheat Board.

"We've seen a pretty dramatic drop in expectations for No. 1 and 2 (quality grades)," he said.

But he said ample carryover supplies will enable the board to supply customers looking for top quality

FARMER CONCERNS MOUNT OVER THREAT OF EXPROPRIATION

Central Plains News

By Angela Brown, Central Plains Herald Leader

A Portage la Prairie area farmer is committed to urging Manitoba Hydro to change its BiPole III route and is not stymied by news that producers' land could be expropriated if they do not go along with Hydro's plans.

Monty Kerr, who farms about 12 miles west of Portage, will have Hydro towers going across the land he farms.

"It doesn't give me a very good option, but what are you going to do," he said. "Hopefully, they will change their minds and go down the east side, and save everybody a pile of money."

Kerr expects as many as 10 Hydro towers could be installed on the 2,100 -acre field he farms for wheat, canola, soybeans and edible beans.

He plans to attend a public meeting at the recreation centre in St. Claude on Oct. 1 at 1 p.m. to voice his frustration.

That Manitoba Hydro could expropriate his land if he refuses to have the towers installed was upsetting to Kerr.

"Hopefully, it doesn't come to that," he said. "It doesn't make me too happy. They said back in July they wouldn't, but now they said they will. I guess they changed their minds."

Portage-area seed farmer Pam Pugh has said crop duster planes won't be able to spray her fields if the BiPole III preferred route goes ahead and the Hydro towers are installed on her property.

She was also concerned about the safety issue of having the Hydro towers near where producers harvest their crop. When a farmer is combining at night, she said, sparks can ignite off the Hydro poles from the combustion of the dust coming off the combines.

Pugh is urging area residents to attend the upcoming public meetings in an effort to stop Manitoba Hydro from installing its towers along agricultural land.

"When Manitoba Hydro said they want to put these hydro poles running north and south on our land, I said to my husband: 'No way are these hydro poles coming,'" she said in a letter to The Graphic.

From Manitoba Hydro, spokesman Glenn Schneider said if landowners refuse to allow Hydro towers to be installed on their property, Hydro could look at expropriating the land for the route if there are no other options.

"We have the ability to go before cabinet and get an order in council to expropriate the property," he said. "We don't anticipate having to do that."

"We have a preferred route ...," he added. "We have some ability to move that around within a couple of miles where the current route is. So, we expect we will be able to some find landowners who will accept the line."

Schneider said an "attractive" compensation package is available to farmers for use of the land and the right of way.

Portage MLA David Fauschou said farmers having to give up their land for the BiPole III route is a raw deal.

"I am very, very disappointed that Manitoba Hydro has chosen to take a very heavy-handed attitude towards landowners, with the threat of expropriation," he said.

A number of public meetings are planned ahead as well as an environmental study that still has to be conducted, and he hopes the route can still be varied.

The potential additional cost to Manitoban families for the proposed line, Fauschou said, is estimated on average at \$7,000 per Hydro customer, as a result of the added distance for the west-side route and lost electricity.

"The situation is not only the loss of the land that is taken up by the towers themselves, but it definitely encumbers much of the common farming practices that are employed today," he said. "They use the GPS tracking system, which Hydro does acknowledge does interfere with the GPS locators. It also is a case where it takes more manoeuvring in the fields — additional seed, additional pesticide. For the harvest, there is always the chance of collision with the poles in the middle of the field."

Fauschou said farmers are also concerned about the errant electricity from the towers and how it could affect their livestock.

"Some of these poles are going to be located right in landowners' yards," he said.

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Got Pics!



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