

# NEW HORIZONS

VOL. 18 NO. 4

NATIONAL NEWSLETTER

JANUARY 2012

## PRESIDENT'S REPORT

By Nelson Almey

At this point in the calendar year, it is difficult not to look back and reflect on what has been.

The CAAA board met in Ottawa October 18, 2011. Progress was made at the PMRA and Dept. of Transport meetings.

PMRA was represented by Mary Mitchell, Director General, Environmental Assessment Directorate and Ted Kuchnicki. The Buffer Zone Calculator was reviewed and suggestions toward changes were discussed with progress towards accommodating the needs of the pilot.

Department of Transport was represented by Merv Swallow and Stephane Demers. Stephane will be the new TC representative to work with 702 operator concerns. Merv has been reassigned to an alternate TC position. Merv is current on the 702 operator issues and was very helpful in transitioning Stephane into the new role. The entire board participated in a very active discussion with the TC reps on the current issues. A number of items will have ongoing dialogue and will be discussed with members at the Montreal AGM.

The CAAA board also met in Las Vegas December 5, 2011 at the NAAA convention. Final details for the Montreal AGM were discussed and are being completed. This is a convention that should not be missed. The icebreaker at the Bell Center and the tour of the Pratt and Whitney plant are a few of the highlights of the week. Many thanks to Executive Director, Jill Lane, along with her staff for again having worked very hard at organizing the AGM. A few items discussed that need immediate input from the members are:

**Awards nominations**-there are many deserving of these awards, please take the time to submit a nomination.

**Business Survey**- has been sent out by email. This information is invaluable to the membership and is an aid towards sponsorship.

I took in the large trade show and attended some of the sessions at the NAAA Convention. One of speakers had a

futuristic look into U.S. agriculture. Their industry has taken note of the proposed disbanding of the Canadian Wheat Board and consider it a marketing opportunity in their favor. It will take some time to see where the long term advantages may be on either side of the border. The population growth in Asian and African countries will substantially increase the demand for food within the next 20 years. Seed companies are challenged to develop higher yielding crops. The need for timely application of crop protection and fertility products will certainly keep the aerial application industry busy. It was also stated that with rapid technology advances the pilotless drone aircraft may be a cost effective choice for farmers. The computer savvy generation may be some of the aerial applicators of the future.

My take away from the session was that we need to keep pace with the changing times and see the opportunities instead of the obstacles.

There is a special quality common to those that make a livelihood in aerial application. The CAAA AGM is a time that people in the industry enjoy getting together to share experiences, advice and a few laughs. There will be some educational stuff thrown in so you don't feel guilty when you are enjoying a cold one. I invite everyone to come and enjoy this year's convention in Montreal from February 16 to 18, 2012

### *Inside:*

- 2012 CAAA Conference, AGM and Trade Show
- Smartphones: Time Waster or Money Maker
- Transport Canada Program Validation Inspection
- CAAA 2012 Auction Sneak Peak!

# PROVINCIAL REPORTS

## ALBERTA

### Shaun Kinnibugh

Hope everyone had a great holiday season. Things in Alberta are looking good for the winter. That being said we have not seen much snow. Now stated - it will probably snow everyday till April!

Things in Alberta are moving along with not to many hiccups. We had our 41st AGM again in Red Deer in November. Things went well! The speakers gave us lots to think about and take home with us. I would like to thank those who support the 4A's. I encourage all the membership to support the companies who support the 4A's and our industry.

There was one thing that really stood out during the meetings. When Vivian Servant and Jock Macintosh discussed the Aerial applicator pesticide renewals, they mentioned if the rate of non-renewals continued as currently - we would have no licensed applicators in Alberta in 12 years. That being said, these are only figures they are getting at the present day and some include out of province, retirement etc. But it is an obvious indication of what is going to happen in the future, if we don't get more people involved in aerial application.

I would also like to thank the Board members who let their name stand as well as welcome both Rufino Bravo and Jared Lazenby to the Board. They will bring great ideas and fresh approaches to our Board meetings, which is what we always need to stay on top of current issues.

The 4A's would like to ask any members or past members who could give a little time during Aggie Days and the Calgary Stampede to man our booth

jointly with the Calgary Air Museum. The time you put in goes a long way with our image to the public and for our industry.

The fall/winter season has been a very busy one with conventions and meetings. The last for myself was the NAAA in Las Vegas. What a great show with lots to learn and see there. Also there were plenty of good times. One of the things I hear a lot of - is when they find out you are a Canadian they ask if you are a movie star. I really hope we don't have anymore movie star applicators out there anymore! It seems that it has done more harm than good. And on that note you need to be thinking about that every time you are out there spraying a field. Every turn and run you make can be filmed on any mobile device and put on public media sites such as YouTube. So remember to be a courteous professional when doing your job. You could become a movie star without even knowing it.

We hope to see as many people as possible in Montreal for the CAAA convention. A few CAAA Board members met with Pratt and Whitney Canada while in Las Vegas and they are very excited to have us in their hometown. It really sounds like they are going all out to ensure we all have great memories of this convention and Montreal. It would be really nice for anyone who hasn't seen the inside of a P&W plant to do so.

It also looks like we will have the return of many of the past exhibitors as well as some new faces for the Canadian applicators to meet. So lets get together in Montreal and show our support to those industry people who support us.

Cheers

## SASKATCHEWAN

### Paul O'Carroll

Hello from sunny Saskatchewan, I trust everyone had a Merry Christmas! I would also like to take this opportunity to wish everyone a happy and healthy New Year.

The great weather across Canada this past fall has made for a great Canadian harvest season. The tremendous fall weather meant farmers got crops off and into the bin in good time. Our winter has started off reasonably mild, but we know the cold stretch will come. If we have an average snow fall this year we should go into the spring with good moisture for seeding. Most operators from across Saskatchewan reported having a good season. The southern portion of the province had a very wet start to the seeding season. As a result, some seeding was done by air. The results of the aerial seeding of Canola were good. Seeding canola by air is just another tool that farmers can use and has been proven very effective for wet conditions or when time is limited.

Wet conditions this year led to increased fungicide applications. However, fungicide application is becoming a common farming practice due to changing weather conditions and shorter crop rotations. There were small pockets of grasshoppers, wheat midge and diamond backs throughout the province as well.

The annual Wings of Saskatchewan Conference was held in Saskatoon this past October. It was a great success! A big "Thank You" to all who organized and attended the conference, your time and energy is greatly appreciated! We were honoured to have four pilots from the Snowbirds team in attendance.

Congratulations to Allan &

Cheryl Denesowych of Yorkton Aircraft Service Ltd on winning the Distinguished Award of Performance in memory of Penny O'Carroll. This award is given to an individual who has shown professionalism, dedication and motivation within the Agricultural Aviation Industry in Saskatchewan. Keep up the good work guys.

The NAAA convention in Las Vegas was well attended; it was great to see such a large turnout of Canadians at this conference. There were several good speakers and the trade show was tremendous.

A big "Thank You" goes out to GE Aviation for sponsoring a fun night out at Gilley's Bar on the Las Vegas Strip. The evening was attended by both the Canadians and Americans. However, it should be noted that the The Canadians boys provided good entertainment on the mechanical bucking bull.

February 16-18 marks the CAAA Conference in Montreal. Be sure to register! I will be in attendance and look forward to seeing you there.

See you all in Montreal.

## **MANITOBA**

### **Kevin Groening**

Greetings from Manitoba. I hope everyone has had a good holiday season.

We had our semi-annual meeting in November in Portage la Prairie, dry roads on meeting day are rare but this year we were lucky. Attendance was good as is the case most years. We had a good session with an aviation consultant George Riopka, it created good dialogue on 702 operations and SMS. We had a provincial election and still have a NDP government which will not help in stopping the Bipole 111 project that is planned to running

thru the heart of agricultural land base. I am looking forward to seeing everyone in Montreal this February, should be a great time.

## **ECC**

### **Paul Zimmer**

Seasons Greetings All!

I know in most parts of Canada the 2011 spray season is ancient history but in S/W Ontario which I lovingly refer to as the "Banana Belt" of Ontario did not experience our first frost until early November allowing those late planted crops to reach maturity. Yields were quite respectable however record setting rainfalls continued to hamper harvest and increased disease pressure on some bean and corn acreage resulting in some loads being down graded and in extreme cases turned back at the elevator. As of November 28 there was still a small percentage, (low single digits) of corn acreage that needed to be harvested but all in all some pretty satisfied growers.

Winter wheat seeding continued right up until the end of October, the cut off date for crop insurance coverage, and well past our comfort zone as aerial applicators. Normally we would seed wheat in established bean crops prior to substantial leaf drop. This year we were seeding on bean ground with 100% leaf drop, on bare ground, and everything in between. Many growers had already signed contracts for their 2012 wheat crop and were desperate to get a crop in the ground.

2011 was certainly busier for Ontario operators than the last couple of years and we are optimistic that the momentum will carry through to 2012. Even with the uncertainty in the Euro zone if I had to bet I would bet on slower growth but not a return to a recessionary contraction in the economy.

That doesn't mean we will have to spend much time thinking about what to do with our profits this year. Rolls Royce Engines of which we operate 6 have been kind enough to take care of that. Two separate A.D's. on the RR250 Series engine due between now and spring are going to be quite costly and add an unexpected addition to our DOC's for the aircraft. Turbines are definitely reliable but when they do require unexpected mandatory maintenance through an ASB or AD the financial impact can be substantial, and rarely does the manufacturer ever contribute to fix their engineering failures. Those of you caught up in the recent Emergency AD of Pratt and Whitney PMA Sun Gears will know of what I speak.

On the safety side, the spray season ended up without any accidents that I am aware of which is always good but there were multiple opportunities as I know of more than one rotary wing wire strike incident that did not result in an accident. Since the end of the spray season Ontario helicopter operators that make a substantial portion of their revenue from spray operations have not been nearly as lucky with two separate accidents resulting in 4 fatalities; one on a forestry survey, the other during flight training. Unfortunately I can say that I have been there, and regardless of the accident cause I know how devastating a loss this will be for all involved.

As a final reminder, the CAAA annual meeting will be held in Montreal in February, hosted by the ECC Chapter of the CAAA. The ECC will be holding its annual meeting in conjunction with the CAAA annual meeting making this the perfect opportunity for our multi provincial members to get together and discuss our issues face to face.

*Continued on page 4*

## Smartphones: Time Waster or Money Maker **By Shaun Haney**

*Continued from page 3*

For all of those Eastern Canada operators that are not members of either association but read the newsletter, this will be a perfect opportunity to revisit what these organizations are trying to achieve for the benefit of all operators and how important a strong voice is in influencing regulation and policy on both a National and Provincial level. Consider this your personal invitation to attend.

I look forward to a well attended and productive conference and trade show.

### C-130 Versus F-16

The C-130 was lumbering along when a cocky F-16 flashed by. The jet jockey decided to show off.

The fighter jock told the C-130 pilot, “watch this!” and promptly went into a barrel roll followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier.

The F-16 pilot asked the C-130 pilot what he thought of that?

The C-130 pilot said, “That was impressive, but watch this!”

The C-130 droned along for about 5 minutes and then came back on and said “What did you think of that?”

Puzzled, the F-16 pilot asked, “What the heck did you do?”

The C-130 pilot chuckled, “I stood up, stretched my legs, went to the bathroom, then got a cup of coffee and a cinnamon bun.”

When you are young speed and flash may be a good thing. When you get older and smarter, comfort and dull is not such a bad thing!

While giving a presentation this summer at the Canadian Seed Growers meeting in Hamilton, I talked about the critical role that mobile phones play in deployment of social media on the farm. A very bright, young seed grower friend of mine asked some very interesting questions during the panel discussion, which are especially pertinent at harvest time.

Eric’s thoughts were, “Every time I look over to the younger employees on the farm they are thumbing away at their blackberry, typing who knows what. Is this what you call productive when they are supposed to be shoveling grain or fixing a piece of equipment?”

An interesting question that has a simple answer. Smartphones can provide the ultimate in productivity and efficiency to the workday but if you are not disciplined the results can be counter-productive. This is very true at not only the farm level but also the executive and boardroom level. Personally, I am what some have coined a “crackberry” user. I am constantly looking at my phone all the time just in case someone requires a response on something. Many times, it is counter-productive but the benefits in overall efficiency lead to major productivity gains throughout the day. Nevertheless, even I need to be more disciplined with my smartphone usage.

More important than productivity losses is the safety concern surrounding the use of smartphones at improper times, such as when driving both in the field and on the road. Texting or dialing while operating heavy machinery is a recipe for disaster.

The advantage of the smartphone is that I can make my 5-minute downtimes more productive. If I can answer or send emails throughout the day on the go, I am not tied to a computer for an hour before or at the end of the workday. If your employees are answering questions from suppliers, customers or other employees using smart phones at the appropriate times, then they are being effective. Emailing friends during work about what pub they are meeting at after work is not effective and is a violation of the expectation you have of their smartphone use. In many cases, the tussle comes down to generational contexts.

Every generation uses technology to communicate in different fashions and manners. How my dad uses his smartphone is very different from me. In the future, my son will probably use his devices at a level I could only have dreamed. But whatever your level of use or acceptance is, the gain in productivity is only achieved through discipline and a proper understanding of the ground rules while at work. Before you lay the ground rules for your farm employees make sure that you understand the benefits and the productivity gains a smartphone can bring your farm and employees.

**We're There to Keep You In the Air**

 <p>Call us to learn more, or visit with us at the CAAA show in Montreal</p>	 <p>Thrush appointed us their Canadian Service and Support Center</p>  <p>The newest high tech GPS? Yes! Released January 2012</p>  <p>Special Offer on Airbags</p>	<p>Full Service — Full Support</p>  <p>Canada's Only Ag Air Specialist</p>
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[www.yorktonaircraft.com](http://www.yorktonaircraft.com) Toll Free: 1-800-776-4656

# CAAA 2012 Auction – Sneak Peak!

Auction items have begun arriving in the CAAA office in anticipation of the 26th Annual Conference in Montreal, QC on February 17th, 2012. Below is a small sample of what items await you. Don't miss out!

Name	Description
Ag Air Update	1 DeSpain Print
Arysta Life Sciences	4 jugs EVEREST 2.0 (80-100 acres/jug)
Battlefords Airspray	1 Seaplane Endorsement
Can Pro Gator Centre	1 Gift Certificate
Can Pro Gator Centre	1 Gift Certificate
Canadian Helicopters	2 hours of Flight
Cheminova	2 drums (115L) GLYPHOSATE
Covington Aircraft	1 Gift Certificate
DuPont Canada	2 Jugs DuPont Express PRO
DuPont Canada	2 Jugs DuPont Express SG
DuPont Canada	4 Cases DuPont ASSURE II
Grondair	1 Gift Certificate
Hope Aero	1 Seabee Blade
Jeffries Airworks	1 Propeller Balance & Engine Analysis
Keller Equipment Supply	tbd
Lane Aviation	1 Lane Electric Pump Brake
Oldfield Kirby Esau	1 HP Laptop
Poly West	1 Handler IV (at cost of \$2,600)
Univar Canada Ltd.	4 Winnipeg Jets Tickets
Westman Aerial Spraying Ltd.	1 Air Tractor Weather Vane
Westman Aerial Spraying Ltd.	1 Limited Edition 802 Print
Westman Aerial Spraying Ltd.	1 Deer Shoulder Blade Carving of 401

## CAAA Membership Reminder

Here is a list of some of the many services the association provides on your behalf:

- Representation in government and the monitoring of current changes in regulations impacting aerial application in Canada.
- Increased public awareness through brochures, trade show, producer presentations and Ag in the Classroom.
- Educational forum at the Annual General Meeting and Trade Show that provides education on new product development, research, governmental regulations and industry trends.
- License re-certification credit courses.
- Guidelines for members and improved public perception through a Code of Ethics.
- Association website providing on-line training, current industry and association information, TDG database, event listing, members only page and downloadable forms.
- Availability of Calibration and Patternization (CAP) clinics.
- National hull insurance program.
- Wire Watch program.
- Business Survey program to provide valuable industry specific information to assist participants with future management decisions.
- The Self-Audit program provides operators with a checklist of regulatory requirements and is designed to assist with spring start up.
- Misapplication Insurance program.
- Current information regarding the aerial application industry and association provided in the quarterly newsletter.
- Annual Membership Directory distributed throughout the industry.
- Annual planner providing important dates throughout the year.



# 2012 CAAA Conference, Annual General Meeting & Trade Show

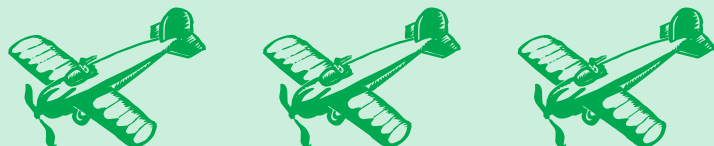
## Celebrating 26 Years!

**February 16-18, 2012**  
**The Fairmont Queen Elizabeth,**  
**900 Rene Levesque Blvd. W.,**  
**Montreal, Quebec**  
**Phone: (514) 954-2250**

The Canadian Aerial Applicators Association is proud to announce the 26th Conference, Annual General Meeting & Trade Show. Our program for 2012 consists of re-certification credit sessions and special presentations from Pratt & Whitney Canada.

Registration, sponsorship and exhibitor registration forms are available for download at <http://www.canadianaerialapplicators.com>. Special room rates of \$149 have been negotiated with the The Fairmont Queen Elizabeth. Call 1-800-441-1414 or register on line at [https://resweb.passkey.com/Resweb.do?mode=welcome\\_ei\\_new&eventID=3370442](https://resweb.passkey.com/Resweb.do?mode=welcome_ei_new&eventID=3370442) by January 16, 2012 to receive the guaranteed room rate. Be sure to mention you are a Canadian Aerial Applicators Association delegate!

Questions? Please contact Joy at (780) 413-0078 or [events@canadianaerialapplicators.com](mailto:events@canadianaerialapplicators.com).



### THURSDAY, FEBRUARY 16, 2012

8:00 a.m. – 11:00 a.m.	Yorkton Session
11:00 a.m. – 1:00 p.m.	CAAA Annual General Meeting & Lunch
1:00 p.m. – 2:00 p.m.	Members only portion of CAAA AGM
2:00 p.m. – 4:00 p.m.	CAIR Safety Seminar
4:00 p.m. – 6:00 p.m.	Exhibits Open
6:00 p.m. – 9:00 p.m.	Pratt & Whitney presents “Icebreaker at the Bell Centre”
9:00 p.m. – 12:00 p.m.	Hospitality Suite

### FRIDAY, FEBRUARY 17, 2012

8:00 a.m. – 12:00 p.m.	Pratt & Whitney Plant Tour
12:00 p.m. – 2:00 p.m.	Awards Luncheon
2:00 p.m. – 4:00 p.m.	Exhibits
2:00 p.m. – 5:00 p.m.	Spouse Program
4:00 p.m. – 5:00 p.m.	Credit Session: Jacqueline Booth, Transport Canada
6:30 p.m. – 7:00 p.m.	Reception
7:00 p.m. – 10:30 p.m.	Dinner & Auction
10:30 p.m. – 1:00 a.m.	Hospitality Suite

### SATURDAY, FEBRUARY 18, 2012

7:30 a.m. – 9:00 a.m.	CAIR AGM with Breakfast
9:00 a.m. – 10:30 a.m.	Exhibitors
10:30 a.m. – 12:30 p.m.	Pratt & Whitney Panel Session
12:30 p.m. – 2:00 p.m.	Protective Fund Members Session
2:00 p.m. – 3:30 p.m.	City Tour

# 2012 CAAA Conference, Annual General Meeting & Trade Show

## SPEAKERS & SPECIAL GUESTS



**Mr. Les Kletke**  
**Journalist/Speaker**  
**Master of Ceremonies**

Les Kletke has a background in international agriculture and experience with other cultures that will bring the highest level of professionalism to your event. His thirty years in the information business and more than a decade of broadcasting make him a trusted voice.

A Professional Agrologist and a Nuffield Scholar, Les has authored seven books. In 2008 he received a lifetime contribution award from the School of Agriculture at the University of Manitoba.

Les Kletke firmly believes that everyone who eats is involved in the business of agriculture.



### **Wayne's Auctioneering Service**

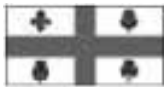
Wayne Kauenhofen and staff of Wayne's Auctioneering Service of Rosenfeld, MB. Wayne will once again be the Auctioneer at Friday's Auction.

### **Jacqueline Booth**

**Chief Technical Program Evaluation & Coordination**  
**Transport Canada**

Presentation: Friday, February 17, 2012  
4:00 – 5:00 p.m.  
The Fairmont Queen Elizabeth  
Montreal, QC

Course Description: SMS  
(Safety Management Systems Regulation)



*Bienvenue à Montréal!* Montréal 

Montreal is the largest city in the province of Quebec, the 2nd largest city in Canada and the 7th largest city in North America. Originally called Ville-Marie (or "City of Mary"), the name Montreal is taken from Mont-Royal, the triple-peaked hill located in the heart of the city.

Statistics Canada identifies the Montreal Metropolitan Area as Canada's 2nd most populated area with an estimated population of nearly 3.9 million on a land area of 4,259 sq. km. French is the city's official language and is also the language spoken at home by approximately 60% of the population. More than half of the population can speak both English and French. Montreal is the second largest primarily French-speaking city in the world, after Paris. Montreal is a cosmopolitan city. Quebec's language laws impose restrictions on outdoor signs in languages other than French so you will see few signs in English, but in the parts of Montreal where most travellers go, services are available in English as well as in French.

Montreal is has been named consistently as one of the world's most livable cities, "Canada's Cultural Capital" and "City of Design". Modern day Montreal is a significant center of commerce, aerospace, finance, pharmaceuticals, technology, design, culture, film and world affairs.

### **Getting Around Montreal**

Pierre Elliott Trudeau International Airport is located 22 km west of downtown and serves all domestic, U.S. and international passenger flights. Locals, on occasion will refer to it as "Dorval Airport". Mirabel International Airport is located 55 km northwest of downtown and no longer services the public. A taxi ride from the downtown area to Trudeau Airport typically costs around \$40.00.

### *You Should Know...*

The legal drinking age in Quebec is 18 and beer and wine can be purchased at grocery stores and many corner stores. Beer and wine can be sold in stores until 11 p.m. and bars must stop selling alcohol at 3 a.m.

Smoking is not permitted on any form of public transit, in restaurants and bars, stores, shopping centres, in cinemas, in elevators, in government offices or in banks, and inside office buildings. Many buildings have cigarette disposal arrangements outside. You must be 18 years or older to buy tobacco in Quebec.

# Transport Canada Program Validation Inspection

Benoit Tetreault

I was asked to write this article to share my experience with the Program Validation Inspection (PVI). In fact, we participated in three PVI inspections during the past three years and that was probably because our company holds three different certificates; one for the fixed wing operations; one for the rotary wing operations; and one for the approved maintenance organization.

The PVI inspections are different than the Regulatory or Audit inspections we had before. They are more focused on the programs and procedures we have in our Operation and Maintenance Control Manuals. Of course, the manuals must be up to date and in compliance with CAR's to begin with. The actual inspection is carried out as per Staff Instruction SUR 001 even if SMS is not required for us at this time. The inspections we had were specifically on our Quality Assurance program which covers all of our company's programs and procedures. The inspectors will review your company file, your aircraft files and your manuals before they go to your location. They will be looking for any change in your company like a new aircraft, a change in key personnel, a change in your operating certificate, if you have any exemption like an over gross weight exemption. Basically anything that could affect your operation. The inspectors will interview all key personnel with predetermined questions, (Director of operations, PRM, Chief pilot, QA manager), in order to evaluate if the person being interviewed knows their responsibilities, knows the procedures related to their position, if he was properly trained, if he has the qualifications that meets the CARS requirements etc. They may sample

some of your paperwork or do an inspection on one of your aircraft to verify if you do what you are supposed to do or if they are suspecting something abnormal. You will be scored on every question and if you get below 3 on a scale of 5, that means you are not meeting the minimum requirements. They will then fill out a finding form for that particular item. You will then have normally 30 days to submit a corrective action plan to fix the problem. I have heard of some rare cases where safety was compromised; in which case they went as far as removing temporarily the operating certificate until corrective actions were put in place.

So, before you get a registered letter from Transport Canada announcing your next PVI, I would suggest you read document SUR 001, CAR 702 & 706; do an internal audit, which should be part of your Quality Assurance Program (CAR 706.07); verify your Operating Certificate, to see if it reflects your actual operation (CAR 702.07); review your manuals for compliance (CAR 702.82, 706.08); check if your maintenance schedules are up to date (CAR 706.07); and make sure all of your paperwork is in order.

The more you prepare for this, the easier it will be!

NOTE: for more information please refer to;

<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/menu.htm>

<http://www.tc.gc.ca/eng/civilaviation/opssvs/management-services-referencecentre-documents-sur-sur-001-1027.htm>

## CAIR Contact Information

Keep this information in your CAIR file to assist you during the season. CAIR inquires should be directed as follows:

**For questions regarding CAIR safety seminar, CAIR videos, meeting information or general inquires contact:**

CAIR

P.O. Box 21106

Edmonton, AB T6R 2V4

Phone: 780-413-0016

Fax: 780-413-0076

Email: [caaa@telusplanet.net](mailto:caaa@telusplanet.net)

The 2011 CAIR Safety Seminar was held in Winnipeg in conjunction with the CAAA Annual Convention. The seminar was very well attended and covered a wide range of topics with excellent group discussions.

The seminar was recorded and is now available on DVD for any pilots that were unable to attend. If you would like a copy of the DVD, contact the CAAA office at 780-413-0016.

**For questions regarding insurance coverage, applications and claims contact:**

George Esau, Pina Guenette

Oldfield Kirby Esau, Inc.

P.O. Box 699

Winnipeg, MB R3C 2L2

Phone: 204-943-1441

Fax: 204-957-5561

Email: [gpesau@oldfieldkirby.com](mailto:gpesau@oldfieldkirby.com)

**For questions regarding financial statements, taxes and payments contact:**

Jim Peters

1002 Warsaw Avenue

Winnipeg, MB R3M 1E4

Phone: 204-477-4770

Fax: 204-477-4770

Email [jimpeters@shaw.ca](mailto:jimpeters@shaw.ca)

# My Breitling Story

*Breitling is the world's only major watch brand to equip all its models with chronometer-certified movements, the ultimate token of precision. Breitling is also one of the rare companies to produce its own mechanical chronograph movement, entirely developed and manufactured in its own workshops. As Breitling has shared some of its finest moments with aviation and it's sturdy, reliable and high-performance instruments are a favourite of aviators we thought this letter would be of interest.*

Lili Sutarz  
General Manager  
Breitling

Dear Ms. Sutarz;

I am writing to share with you how the work of your organization brought my family hope at our time of greatest loss. Please feel free to share the details of this story with others, as our desire is to encourage you in the work that you do.

From the age of 17, my late husband, James DuBarry, was an aviation enthusiast. He was a very knowledgeable pilot, logging many hours in the sky. Like many pilots, he was very proud of the Breitling B-1 watch (with a UTC) that he purchased 5-years ago from Gemoro Goldsmith in Edmonton. This watch meant a great deal to James.

On September 24, 2010, James' dream to own his own plane was about to come to fruition. He was in the midst of his final test flight before purchasing his first plane (a Cirrus CR22), when for an unknown reason the plane crashed to the ground instantly killing everyone on board, including James. His treasured watch was also lost in the wreck.

As you can imagine, this was a shocking and tragic loss for James'

10-year old son, Jordan and myself. I became obsessed with locating belongings from the crash site. Most of all, I wanted the Breitling watch as a keepsake for my son. Over the next several weeks, I contacted the RCMP, Medical Examiner's Office and even the farmer where the plane crashed asking them to help me find the watch. The crash occurred outside of Calgary and I was not prepared to travel to the site. I even wondered if perhaps the watch was given to Mrs. Matson by mistake, the wife of Chuck Matson who was also tragically killed in the crash. Upon my request, the Medical Examiner contacted her on my behalf only to find that she was in the same position I was. Desperately looking for her husband's watch and ring. I continued to wish and pray, determined to find the watch. My hope was crushed when Jordan told me to let it go. He explained that his dad's plane blew to pieces as it crashed to the ground. The watch was demolished with everything else. His childlike perspective made sense. I never spoke of the watch again. I began to give up hope, sinking deeper into the grief of losing my soul mate. The pain was unbelievable.

God miraculously answered my prayers, when in mid-November right before the snow came the Medical Examiner's office contacted me to identify James' watch. My heart just about stopped. The Matson family, who I am extremely grateful for, went to the crash site to retrieve the watch for me and was told they found Chuck's watch and ring also. The face of the watch was found without the wristband or UTC. I can't put into words the joy and hope I felt at that moment.

I found the courage to take the watch to Gemoro Goldsmith, where I met

the owner, David Kaplan. He was so compassionate and kind when he took the watch away to see what could be done. The watch was in terrible shape, enduring such a bad impact and crash. With the help of David and Margarita at Gemoro, they liaised with the Breitling service centre in Toronto. They were able to refurbish the watch completely to like new condition, giving me back the watch James treasured. They even tracked down the now discontinued bracelet that was originally on the watch.

This is a huge testament to the outstanding workmanship of the Breitling brand and the level of commitment and service of your staff. It's a miracle that the watch sat on my husband's wrist, endured a horrific crash and was then found in a farmer's field, only to work again. I now hold the watch and cannot adequately describe my emotions. I cry and smile all at the same time. Only now will I be able to do what James would have wanted me to. I will hold the watch for the love of his life, Jordan, until he enters manhood.

I get so overwhelmed when trying to express my thankfulness to everyone who helped me find and repair this watch. I know that I cannot put a value on material things, but having this keepsake and reminder of my husband means the world to my son and I. Thank you for the work you do and for taking the time to read my story.

Sincerely;  
Amel DuBarry

*The letter has a special meaning as Amel DuBarry recently joined the ManageWise team in a part-time administrative position. We thought you might appreciate hearing her story.*

## Disruptions: Fliers Must Turn Off Devices, but It's Not Clear Why

By NICK BILTON

Reprinted from New York Times ~ November 27, 2011, 6:28 pm

Millions of Americans who got on a plane over the Christmas holiday heard the admonition: "Please power down your electronic devices for takeoff."

And absolutely everyone obeyed. I know they did because no planes fell from the sky. No planes had to make an emergency landing because the avionics went haywire. No planes headed for Miami ended up in Anchorage. We were all made safe because we all turned off all our Kindles, iPads, iPhones, BlackBerrys and laptops, just as the Federal Aviation Administration told us to. Realistically speaking, I'm going to bet that a handful of people on each flight could not be bothered, or forgot to comply.

According to the F.A.A., 712 million passengers flew within the United States in 2010. Let's assume that just 1 percent of those passengers — about two people per Boeing 737, a conservative number — left a cellphone, e-reader or laptop turned on during takeoff or landing. That would mean seven million people on 11 million flights endangered the lives of their fellow passengers.

Yet, in 2010, no crashes were attributed to people using technology on a plane. None were in 2009. Or 2008, 2007 and so on. You get the point.

Surely if electronic gadgets could bring down an airplane, you can be sure that the Department of Homeland Security and the Transportation Security Administration, which has a consuming fear of 3.5 ounces of hand lotion and gel shoe inserts, wouldn't allow passengers to board a plane with an iPad or Kindle, for fear that they would be used by terrorists.

New technologies are often greeted with fear and that is certainly true of a disruptive technology like cellphones. Yet rules that are decades old persist without evidence to support the idea that someone reading an e-book or playing a video game during takeoff or landing is jeopardizing safety.

Nevertheless, Les Dorr, a spokesman for the F.A.A., said the agency would rather err on the side of caution when it comes to digital devices on planes.

He cited a 2006 study by the Radio Technical Commission for Aeronautics, a nonprofit group that tests and reports on technical travel and communications issues. The group was asked by the F.A.A. to test the effects of cellphones, Wi-Fi and portable electronic devices on planes.

Its finding? "Insufficient information to support changing the policies," Mr. Dorr said. "There was no evidence saying these devices can't interfere with a plane, and there was no evidence saying that they can." I'm not arguing that passengers should be allowed to make phone calls while the plane zooms up into the sky. But, why can't I read my Kindle or iPad during takeoff and landing? E-readers and cellphones can be easily put into "Airplane Mode" which disables the device's radio signals.

The government might be causing more unnecessary interference on planes by asking people to shut their devices down for take-off and landing and then giving them permission to restart all at the same time. According to electrical engineers, when the electronic device starts, electric current passes through every part of the gadget, including GPS, Wi-Fi, cellular radio and microprocessor.

It's the equivalent of waking someone up with a dozen people yelling into bullhorns.

As more and more people transition from paper products to digital ones, maybe it's time to change these rules.

Michael Altschul, senior vice president and legal counsel for CTIA, the wireless industry association, said a study that it conducted more than a decade ago found no interference from mobile devices.

"The fact is, the radio frequencies that are assigned for aviation use are separate from commercial use," Mr. Altschul said. "Plus, the wiring and instruments for aircraft are shielded to protect them from interference from commercial wireless devices."

Mr. Dorr reluctantly agreed. "There have never been any reported accidents from these kinds of devices on planes," he said.

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## OTHER

If anyone has any information, stories or photos of the history of aerial application in Saskatchewan please contact the SAAA (1-877-767-7222) or send in any information via email (administration@saaa.ca), fax (306-545-2031) or mail (P.O. Box 24021, Regina, SK, S4P 0J8).

*Got Pics!*

The CAAA is seeking photos of members and their aircrafts for use in future publications and the CAIR Safety Seminar DVD. Kindly forward your pictures to:

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