



NEW HORIZONS

NATIONAL NEWSLETTER

**NEW OWNERSHIP AT
THRUSH SETS SIGHTS ON
A VERY BRIGHT FUTURE. p. 8**

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ABOUT THE CAAA

The primary objective of the CAAA is to promote safety and professionalism amongst its participating members. The CAAA works with federal and provincial government agencies to design policies that are fair and equitable and, above all, that protect both rural customers and urban dwellers. The CAAA advises regulatory agencies on matters pertaining to the safe and efficient aerial application of pesticides and other crop inputs.

CAAA AND THE ENVIRONMENT

Each of our members believes in environmental safety. They know their business relies on a healthy and sustainable environment. Our members work hard at protecting the environment and have a healthy respect for nature.

CAAA AND SAFETY

Transport Canada, Agriculture Canada, Health Canada, Environment Canada and their provincial and municipal counterparts are only a few of the government departments which the CAAA works with to ensure safe application of pesticides and other products.

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PRESIDENT'S REPORT

DARREN TIEDE, PRESIDENT, CAAA
president@canadianaerialapplicators.com

"How do you make sure you don't spray the wrong field like the duster in Independence Day?"

That's how the conversation started out with a young first-time customer recently. He had never had anything to do with aerial application until now and that was his frame of reference. Thankfully he was at least half joking, and we had a good laugh about it, his nickname for me is Will Smith, and not Randy Quaid, I'll take it where I can get it!

But the conversation got me thinking so I typed "Independence Day Crop Duster" into YouTube and sure enough it pops up. Randy Quaid nearly crashes his old Stearman a few times then staggers out of the cockpit, swills his whiskey and is admonished for spraying the wrong field. Sigh.

For me it drove home the importance of working hard to convey a positive professional image. Because if we don't, someone else will. In this case, Hollywood has done it for us and is still influencing people a generation after the fact.

Another conversation I had the pleasure of having with Transport PI recently. While chatting during a coffee break, an inspector commented that this was her first inspection of a 702 ag operator, having only done air transport. To prepare, she searched what we do online. She looked at the CAAA website (which needs work) and a couple other sources she was impressed with. She also commented on YouTube posts of applicators zipping across a field juggling a phone for a selfie. Hard to gloss that one over in polite conversation. Another inspector muttered "Can you make out the aircraft reg?" Enough said.

So, as a Board and general membership, we must continue to find ways to interact with our public in a positive manner and input to further that agenda is always appreciated.

The Ottawa Board meeting is just behind us, along with the election, there was not much on policy from regulators. CRM was a hot topic, with implementation just around the corner now. Personally, I submitted our amendment in April and still haven't received any feedback. I still think there is a role for the association to play in the training component, but it is hard to act until we receive some kind of feedback from Transport. I would appreciate hearing your implementation stories.

By the time you read this, another season will be in the history books, like everything these days it was a season of extremes. I hope that by the time it is over it was either extremely good or at least extremely decent.

Our Board always looks forward to your support and feedback. Now is the best time of year as we recharge our batteries and hit the meeting circuit.



EXECUTIVE DIRECTOR REPORT



SHARA TARDIF
EXECUTIVE DIRECTOR, CAAA
ed@canadianaerialapplicators.com

And that is a wrap!!

With the 2019 spray season coming to a close, the CAAA Board of Directors have wrapped up the fall board meeting held in Ottawa. This year's agenda included meetings with the Environmental Assessment Directorate from PMRA and the Chief Flight Standards with Transport Canada. Discussion did not only focus on the challenges we face as an industry, but promote the importance and significance aerial agriculture plays within the Canadian agriculture industry. Some important topics discussed included crew resource management and product re-evaluations.

The start of fall means CAAA Annual Conference & Tradeshow is right around the corner. Partnership Packages are on their way to all CAAA partners. Thank you to everyone who has supported and continues to support the CAAA. Please contact me directly, or the office, if you would like information on sponsorship opportunities.

This past May I travelled to Ottawa with the Mancozeb Task Force, a committee comprised of stakeholders affected by the re-evaluation of mancozeb, to meet with PMRA. This Task Force was instrumental in reversing the Final Decision by PMRA regarding the continuation of mancozeb uses in Canada. The purpose of the meeting was to propose a Framework to PMRA with regards to the re-evaluation process currently used by PMRA and to suggest a new process for re-evaluation. The Framework presented included changes believed to be most important to stakeholders, not only for mancozeb but for all future product re-evaluations. PMRA was very receptive to the Task Force's suggestions and listened actively to all stakeholders at the table. At this point it is not known if PMRA will adopt all, or part of, the Framework presented with regards to their re-evaluation process, but we will continue the conversations to make sure aerial application is considered for all future re-evaluations.

I am excited to share that Chad Vanderbyl, CAAA vice-president, has been accepted into the Leadership Training Program sponsored

by Syngenta held annually in Washington DC. This program includes training that enables its participants to develop a strong ability to clearly communicate the important role aerial application plays in the production of our country's agricultural products to the public, media and government. The training also involves teaching techniques to more effectively manage an aerial application business, and to more effectively serve as a leader while serving industry organizations. Due to changes from Syngenta, this was the first year the CAAA was not guaranteed a spot in the program. There were only 5 spaces available to all of NAAA, the CAAA and the NAAA Support Committee. Chad had to beat out some very stiff competition. Congratulations Chad!

As always, wishing you and your family all the best over the winter months and I look forward to seeing everyone in February at the 2020 Annual Conference & Tradeshow in Victoria, BC.

CAAA PAPERWORK

There are also a couple items the CAAA needs your help with over the winter.

- Take the time to nominate someone for a CAAA award. Our members deserve to be recognized for their outstanding contributions. Forms are available on the website and also in this issue of New Horizons.
- Complete the CAAA Business Survey. The information gathered from this survey is invaluable, not only will it benefit your individual company but it will also provide the CAAA with statistics to use with sponsors and regulators when lobbying for industry change or support. All Members who complete the survey will receive a compilation of the survey results.
- Renew your Membership! Membership Renewals open December 1st. Your association is only as strong as its Members. Make sure your voice is heard.

The CAAA office is here for you. If you have any questions or requests, contact us at 780-413-0078 or by email at info@canadianaerialapplicators.com.

PROVINCIAL REPORTS

ALBERTA REPORT

The 2019 spray season isn't over yet, but I can see the finish line from here. The harvest in the Taber area is going well. Most of the wheat in the irrigated area is in the bin, the beans are cut, potato harvest is in full swing. Mother Nature brought in the big white combine to wipe out the majority of the fresh market corn. It finally rained in August, while it helped it was kind of late to help the dryland farmers. So, all that's left to do is desiccation. Tricky stuff to do

in this irrigated district as the sugar beets won't come out of the fields for a while. I know it's hard to say no to farmers that need desiccation but I'm getting better at it. I would rather spend the off season in the maintenance shop or on a holiday somewhere instead of going to court for a drift claim. I hope everyone's season is going well. Fly safe and thank you to all who attended the AAAA conference and trade show in Red Deer, AB, on November 4th and 5th.



TOM KINNIBURGH
PRESIDENT, AAAA

SASKATCHEWAN REPORT

My term as president of the SAAA certainly has been an event full one. We saw the SEAT program finally become a reality after being a dream of many for decades, it is limited to a few Operators at this time, but it will only grow from here. We are in the process of reviewing and updating our bylaws which were outdated and need to reflect our members needs. We have had weather extremes of drought and flooding which has been trying for farmers and aerial applicators alike. Commodity prices have gone from highs to lows which has been trying for everyone in the industry.

Syngenta Leadership Training Program. We have been guaranteed a candidate for the Leadership Training Program in the past but this year that was not the case, but Chad was accepted, definitely a feather in his hat. I am sure he will be an excellent leader bringing new ideas and ensuring the longevity of our industry.



TED ANDERSON
PRESIDENT, SAAA

We have had some younger board members take on leadership roles which is great to see. Chad Vanderbyl will be assuming the President's role at the SAAA AGM and is also now the CAAA Vice President. He has recently been accepted into the

This year after two years of drought in the South West few have been busy however crops are looking better and next year should be better. Now we need a good fall to get the crops off which are late this year throughout the province.

Plans for the Wings of Saskatchewan Conference are coming together, and I am sure Marilyn will ensure that we have another great conference.

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MANITOBA REPORT

Well I finally know what "writers block" truly means. I've been sitting here awhile looking at this screen wondering what to type next. The CAAA office recommends at least 350 words per newsletter. Let's see, I'm at thirty-four words already and haven't really said anything yet. The following is a quick recap of MAAA related affairs.

Firstly, the MAAA would like to thank Elisha McLean for her dual role of secretary and treasurer. Elisha has pursued another career path and we wish her all the best.

The MAAA vice president being Charlie Muller and myself attended with a booth display the Manitoba Aviation Convention (MAC) this past

spring. The theme of the convention was geared towards aviation careers so as expected there was lots of traffic with newly minted or considering to be licensed pilots. Our booth did generate quite a bit of interest with some. We were introduced to both want to be and already licensed young pilots who might and likely will want to consider an ag pilot career. All the questions and inquiries had a similar feel to them and didn't take long before our answers had a similar feel to them as well. We think it was a worthwhile event to attend and expose our industry. By coincidence, our booth was right across from Transport Canada's setup. After the initial awkward stare down, we all introduced ourselves and enjoyed good conversations. Like any other industry, we are all trying to do our jobs in a professional manner. In conclusion of this topic, both networking and promoting our industry should be a priority and

hopefully have a positive impact.

Recently, our province elected a majority conservative government. The MAAA has been in contact with CFIB to be exempt from the carbon tax on Jet A. Hopefully, this new administration will be able to follow through on this exemption.

The MAAA fall AGM is set for Thursday, November 14, at Portage Aircraft. We are anticipating multiple credit sessions. Details will follow with our provincial membership. We also attended the board and transport meetings in Ottawa.

I've reached my 350-word quota, so hoping to see all of you at both the NAAA and CAAA conferences.



Paul Sabourin,
President, MAAA

ECC REPORT

I must say it is hard to believe things will be winding down shortly in Ontario. Some cover crop to be spread into the corn and some winter wheat still to plant in the soybeans but by the first week of October we will be able to call it a season when we talk about Ag.

Right from the start this year was a struggle. Cool wet spring pushed all planting back, Budworm programs were also pushed back, and our services were not in demand.

Unfortunately, late spring does not necessarily mean a late fall. In the north the deciduous trees are turning color earlier than normal due to some early frosts so we will shut our forestry programs down this week falling well short of completing our 2019 conifer release programs.

Fortunately, forest defoliator programs such as the Jack Pine & Spruce Budworm programs helped take up some of the lost business early in the season.

What has become an increasing portion of our

AG business applying fungicides to commercial corn was down by almost 50% this year. A recent article in the farm paper spells it out in terms of dollars and cents. Because of the late planting we will need warm and frost-free weather into the first week of October for the corn to mature. If we get an earlier frost late planted acres can lose up to 35% of their yield. As part of the reason to apply fungicides is to increase yield which is in addition to increasing plant health those input costs will be lost in the event of an early frost. For this reason, many growers opted not to apply a fungicide to the crop and because of the cool wet weather the Western Bean Cutworm did not seem to be much of a problem either.

There have been a number of accidents and incidents in the east this year relating to wire strikes, collision with trees, a training accident, and an inflight engine failure followed by an inflight fire. Fortunately, everybody walked away but the financial losses were substantial. Insurance rates were already climbing, and this will do nothing but add to that pressure by underwriters to increase premiums.

I have been following the Roundup saga with more than a passing interest. With three awards to date and thousands of lawsuits pending I think the writing is on the wall. Bayer's offer to put up a large amount of cash to settle claims will just increase the number of lawsuits until the financial burden exceeds any potential of profitability and Roundup will be removed from the market. A new generation pesticide will be years away and a very expensive replacement. How growers will manage to farm without glyphosate will be very challenging and costly in terms of yield.

Our ability to do other non-Ag related flying does help our bottom line but with aerial application as our main source of income I sometime feel like a water skier on the end of a very long rope. Little changes at the source seem to amplify what is felt way down where I am positioned.



Paul Zimmer,
President, ECC

NEW OWNERSHIP AT THRUSH SETS SIGHTS ON A VERY BRIGHT FUTURE.

ERIC ROJEC, THRUSH AIRCRAFT, NOVEMBER 5, 2019

Planned restructuring process now complete and new leadership is in place.

(Albany, Georgia) With the stroke of a pen and some celebratory handshakes, the planned ten-week restructuring process at Thrush Aircraft has been completed.

Industry veteran Mark McDonald is the new CEO of Thrush, and he and his team of seasoned professionals are already moving forward with plans to increase the company's capabilities and capacity, drawing on their combined 75 years of aviation experience.

"The past few years have been hard for Thrush and

for all of our stakeholders," said Mr. McDonald. "But the issues the company had to overcome had little to do with the quality of our product, and nothing to do with the quality of our people," he continued.

"Now, as we begin a new chapter in this legendary company's history, I can tell you that, from the factory floor to the flight line, all of us are genuinely excited about the future of this great brand."

Eric Rojek, vice president of Thrush, added, "We'll have much more to talk about in the weeks ahead and we look forward to seeing everyone at NAAA later this month where we'll be introducing our new leadership team and sharing our latest product news. In the meantime, our customers around the world can continue to count on sales, deliveries, training and support to continue at their best - and for each of our services to improve even more."

Concluded Mr. Rojek: "Reorganization is often a fact of life in the aircraft industry - and today we are the better for it - as Thrush is now highly stable, and very well-positioned for growth and long-term success."



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(Above) Corey Lange, 2015

(Below) Corey Lange, Red Lake, ON - Forestry, June 2019



SPOTLIGHT – COREY LANGE

COREY LANGE, SEPTEMBER 21, 2019

Hey there! Hi there! Ho there! This arguably good-looking SOB you see in the pictures here is me, Corey Lange.

I guess this is supposed to be an article all about me, a “feature” if you will. Not sure how much of a feature I am, but I’ll do my best! Being a relatively modest and shy fellow, this will be incredibly difficult! I plan to share my history, goals and thoughts while tossing in a couple funnies to keep you folks off your phones for another 5 minutes or so.

My old man, Brent Lange, is who introduced me to the aviation world. I remember him in the early 90’s buzzing our yard in the Ag-Cat. I would’ve been maybe 5 or 6 years old, I think. He would punch off a few flags and I would run every which way to find and gather them. I reckon he enjoyed trying to land them in difficult areas like the spruce trees, so I’d HAVE to climb them! Plus, I remember a few that he kicked out in the canola a few hundred yards deep, so I’d have to hop along

like a mule deer to get them. Now thinking about it, either he was having fun making me work for it or he was terrible at hitting the mark!

Every time I heard an airplane or helicopter, I would look for it. Even to this day I do the same, I guess. I wonder sometimes if it weren’t for dad if I’d be in aviation or not... was he the inspiration or the accelerant? Either way, thanks you mean moustache having bastard! Thanks for everything you’ve done to help me out in my flying and fixing career.

Flight training began in 2003 in a Cessna 150 (C-FGLS) with Bud Pelletier. Bud taught dad to fly and then introduced him to Ag aviation. Old Bud knew every damn fence post within 100 miles of Wetaskiwin. When I did my solo cross country (with NO GPS!) I landed in Stettler, AB. It was new territory for me, and I had a tough time finding the runway due to fog. It was winter as I remember coming from Vegreville where I landed in a decent crosswind bashing through snow drifts. When you are new and learning these decisions are

made lightly without experience, live and learn and make sure to learn from others. Anyways, I struggled to find the runway, but soon found it and landed. I called Bud from the terminal pay phone (wow, now I’m feeling old...) and told him that the visibility was terrible. “Can you see the end of the runway?” he asked. “Well, yeah, but not the trees just past it.” I replied. “Sit tight!” he told me “I’ll be there shortly.”

A little while later, sure as shit, Old Bud plunked down in Stettler and pulled up next to me in a C172. “Fire up and follow me home” he instructed. I did as I was told and we trundled home, 172 leading the 150. Looking back, it wasn’t that bad, but being a new inexperienced pilot, I feel I made the right call. Thanks Bud! I’ll always appreciate everything you taught me.

Since 2003 I attained my rec permit at the ripe old age of 16, my private at 17 and my commercial at 18. My father was key to my success. He gave me the tools and I utilized them. I have had a few conversations with my older, I mean aged, wait, I

Spotlight – Corey Lange cont'd

mean wise mentors about the opportunities I was offered and how to repay them. I have determined that I can never directly repay them, but I can pay it forward. I have and will continue to help others in aviation to succeed, especially if they show a little ambition and drive. You can't help somebody that doesn't want to help themselves!

Fun fact! My momma bear, Teresa Havanka, had to drive me to my first flight test because I was too young for a driver's licence! Thanks mother you're a rockstar and an inspiration!

I began Ag flying with Fran DeKock at the small airport of Hamlin, which is roughly 5 miles north of North Battleford, SK. On Fridays after school, I would fly to Frans and train. And yes, I would bring my school homework...not that I would do anything with it, but I would bring it! It took me two years of this as the Ag school was only for a month or two every spring and I would only get the weekends in. Shout out to Fran, Pat and family. You are unbelievable human beings! I can't say enough. Thank you for everything!

When I received my commercial licence, I found a Pawnee 235 D model from Gary Kurys who operates up north in the Peace Country. That was my first spray plane. It was a beauty! A star speckled red and white beast! (What were you thinking with the stars Gary? Ha-ha!). I flew that old girl for about 2-3 years I reckon. In that time, I learned a few valuable lessons on fuel management and paying attention outside the cockpit. Treat every "new to you" aircraft with caution. I have found that the manual might say 12 GPH, but they aren't referencing a used engine that is pounding hard performing spray turns and

runs. Until you know your machine take small loads and full fuel and error on the side of caution. Furthermore, when something isn't just right or you have a gut feeling, pull up and orbit to find/rectify the issue. It only adds a few minutes to the day, and I can guarantee that coming home safely is more of a priority to your family than an extra load that day!

From there I bought a Weatherly from Jason Gross. The plan was to step from the Pawnee to the Weatherly when the time was right. The first year we ran that bird it unfortunately had an accident and went to airplane heaven. Fortunately, the pilot was OK, except for his pride. Last year I spoke on the topic of powerline safety. This Weatherly was working under a large powerline and incorrectly estimated the clearance under the wires mid span. "SNAP!" was the sound the vertical fin and rudder made as it found its new home fluttering in the wind behind the tail holding on by 2 small rudder cables! Three miles later she commenced her final landing in a wheat field. Lesson learned? You bet! When in doubt, DON'T! When he dropped into the run, he was unsure. He had a gut feeling it was going to be too tight. Answer; pull up and re-evaluate. The boss won't be upset, nor the wife and kids, if you spend an extra 10 mins on a field if provides a higher level of safety. And if they are, maybe get a new one! I ended up spraying that field with the Pawnee and ran parallel to the wire and worked back-to-back away from it. Took longer, but I made it home that night.

I later found a job with a gentleman, scholar and legend named Garnet Diemo. He was so busy making millions farming that he offered me the opportunity to drive his Weatherly with Davidson

Aerospray based south of Saskatoon in Davidson, SK. We would sometimes switch pilot and loader when he needed his fix. I flew for Garnet for 3-4 years while shacking up in his basement. Garnet and Norma are spectacular folks that know how to enjoy life. Thank you, Norma, for feeding and taking care of me and for being the sweetness in Garnet's life, he needs it. Thank you Garnet for the opportunity and for mentoring me. I learned many things from you, including that you can land a weatherly, flip the door down and while rolling to the loading pit pull out, light and fully smoke a cigarette before taxiing for takeoff. Cheers to you ol' boy! This Pil is for you!

While my summers were spent driving spray planes, I did other things in the winter. My first winter after high school I had a go at Engineering at the University of Alberta. I had a successful year and did a little self-discovering, sometimes at the pub, sometimes in the classroom. I found that an Iron Ring type engineer spends a pile of time behind a desk. Not a bad deal, especially when I'm 50 years old I reckon, but that wasn't what I wanted. I took the next winter off (2008/2009) and travelled Australia with a good friend. There we borrowed Gary Reusch's "shaggin' wagon" and cruised the east coast (Thanks Gary! PS - No shagging occurred in your vehicular automobile, which I know of).

Once home I spent a couple winters at Northern Lights College in Dawson Creek, BC taking Aircraft Maintenance Engineering. I knew I loved aviation and working with my hands, so it made sense. There I had the opportunity to learn about helicopters and fixed wing. Once graduated I drove up to Whitehorse, YK, in search of work. I decided that emailing resumes was useless in comparison to knocking on doors. It was in Fort Nelson that I found my first apprentice job with Qwest Helicopters.

My whole life was fixed wing up to this point and I had nothing tying me down, so why not take a stab at them whirly birds! I worked on Jetrangers, Hueys, twin engine Dauphins and A-stars. Qwest was an amazing place to learn because it was busy, plus I had some incredibly talented teachers. The pilots were mostly Kiwi and Aussie there. They would come to Canada to gain "Northern Canadian Bush Time", not sure if that was in the pilot seat or the bar, but either way they sought it. Once they had a thousand hours or so they would head home and write their ticket.

I would watch the machines takeoff and land everyday and they would place the tail rotor over the painted yellow diamond on the ramp every time with ease. I thought to myself, "that looks easy peasy" and would perpetually explain this to

(Below) Hope and Corey - Planishek Lake, SK, 2015





(Above) Corey Lange and nephew, Solomon Flynn, putting airplanes away, 2015

the “meat servos”. One day Dan, an Aussie with a flight instructor rating, and I were balancing the main rotor on a jet buggy when he grabbed the dual controls and stuck them in. “We’re going to see how easy it is!” he exclaimed to me.

After we were done balancing, he took me to the center field near a windsock. First, he told me to run the pedals and keep the nose pointed at the windsock. Done and done. We did a full 360 hover circle around the pole then came to a stationary hover. He then told me to take the collective and pedals and keep the nose pointed at the windsock. Done and done. We did another 360 around the pole, but with some ups and downs and lefts and rights. “Not bad Lange, not bad.” I thought. Then he said, “OK cowboy, take the cyclic now and do the same thing”. Done and NOT done at all! I was like a calf moose, new to my legs and standing in the middle of a glare ice frozen lake. I went from one side of the field to the other, then got it into a steady hover. Just as I stabilized the humping old stud, WHOOSH there we went again to the other side of the field! Thank goodness Dan was there to tame the stallion. We hovered back, well Dan hovered back, and landed. “OK, I’ll buy the beer tonight boys” I muttered.

Helicopters had me. I worked hard for a year and banked a pile of OT and headed to Creston, BC to convert my commercial fixed wing licence to a commercial rotary wing with Wendell Maki, owner/operator of Kootenay Valley Helicopters. I was recommended Wendell by a friend in the Ag aviation industry named Greg Flowitt, who is now found in Invermere, BC, flying Bell 407’s.

After I got my commercial rotary wing licence, I randomly landed a job with Clay and Janet Wilson of Bighorn Helicopters in Cranbrook, BC. Cam and Zonk, owner/operators, at Qwest said I had to go if there was that kind of opportunity to finish my apprenticeship and start flying. Thank-you Cam and Zonk for my first helicopter job. You and your team were fantastic!

I finished my AME licence at Bighorn working on Jetrangers, A-stars, a twin engine BK117 and Hughes 500s. Because I was working on light and medium helicopters that fell into the M2 category I came away with my M1/M2 AME licences, which also gives me the privileges of an E and S engineer. Those Pils were for me that night!

I flew the Jetrangers and later became type rated on the 500. What a machine! Clay is a great pilot and friend, but one hard ass boss. Legend has it that he has never fired anybody, instead he works those not fit for the job out the door on their own will in a gentle, yet rough, way. I felt bad when I left there in pursuit of love, but I was walking my own path. Live and learn once again.

The missions I flew were the easy “100-hour wonder” flights. Mostly tourism, easy pick-ups and drop-offs, some easier longlining, ferry flights, maintenance flights, lighter loads to easier areas, some research flights and some cherry drying. The Helicopter is a magnificently magical animal. The places I went and seen were almost imaginary with scenery that only a lucky few see in real life. I have flown a 500 from Quebec to Powell River, BC, on the Sunshine coast. One job was a newly purchased D model from Quebec to Calgary for a

new windshield, then to Cranbrook. The other ferry leg was returning a leased ship from Cranbrook back to Powell River. It was like a Jurassic Park scene when I ripped through the rocks around Whistler. Water falling from the TOPS of mountains to the ocean below with the fog and greenery painting the surroundings. As a fixed wing kid, the helicopter industry has my utmost appreciation.

I have many more stories, but the producer is flashing the “times up” sign. From there, I went to the NWT for a second time, but this time I was following a girl. Long story short, it wasn’t meant to be. Now I was lost. Where to go, what to do. “Hey Garney, need a driver this summer?” I called and asked Mr. Dieno. “Hey “Top Gun”, I think there’s an opening!” he replied. This was the summer of 2013.

I cranked another season in the Weatherly and then found myself in the Yukon helping my second or third or fourth father, Fran, disassemble a Cessna 206 that got away from a customer during a starting incident. There in the garage of a local friend I got the call that my father had a stroke. It was early November 2013. My life changed that day. Bing! Bang! Boom! I was on a flight home with no bags and still wearing my work coveralls. Carla, Frans daughter, had friends with Air North and snuck me on a plane short notice. If I remember correctly, she even paid the ticket and wouldn’t take my money back later on for the ticket! Thank you, Carla and family, for helping me get home so quickly! You are like sisters to me!

Trial by fire! I have been managing and flying with Wetaskiwin Aerial Applicators Ltd since then. We

Spotlight – Corey Lange cont'd

operated the spray business, the grain and the cattle farm full tilt in 2014 as we were hoping to see enough rehabilitation from dad that he would retake the reins and drive the team again. Dad was in the hospital for close to 4 months, then in rehab for 6 or even 8 months. Jenny and I took on the businesses and climbed one of the highest mountains we have ever experienced. Hauling grain, seeding, spraying in the Ro-Gator, crop inspection, haying, airplane spraying, harvesting, marketing, cattle, feeding, on and on...it's a wonder how the old boy did it all! After 2014 we decided to down size the farm as my focus and drive was on the aviation side of things and dad wasn't capable of climbing into the tractor let alone the pickup. Life is short. You never know. Live it.

I started in the Air Tractor 502B flying wing man for Bruce Gair, another man with a mean ass moustache (Side note: I think all his head hair was somehow diverted or scared down to his 'stache... and maybe his chest! Love you Bruce-ster). Bruce became and is a huge reason for my success. I mean the guy has been flying Ag since I was but a sparkle in my papa's eye! In fact, this season marks 35 years with Wetaskiwin Aerial (since ~1985) and 40 years in Ag aviation! He has taught me an immense amount about flying, spraying, business and life. Thanks Bruce! You are a rock. A little grumpy and forceful at times, but definitely easier going in your later years from what I have heard! Thank goodness!

Since 2013 the core team at Wetaskiwin Aerial has been me, Bruce and, my sister, Jenny Flynn. I've said enough about Bruce, he's probably blushing, so I'd like to tell you a bit about my older sister. Jenny has been around the spray business for more years than me. She can do everything except fly! She drives big rig, mixes/loads, maps, invoices, answers phones, takes care of the team and more. Not only all of that, but she has been an outright work horse with a huge heart for the old boy during his stroke and rehabilitation. Thank you for sharing the load with me Jenny. Family means more than anything and that's sometimes hard to see and/or remember.

Hope Cosens, "an absolute Gem" as a new friend described her the other day, started with us in 2016. I met this fantastic woman in October 2013 through her now step-father. She has been with me through both rough and good times. We have even travelled through Aussie and NZ together for 5 months living out of a small ute and haven't yet strangled one another, so I reckon we must be somewhat compatible. Hope has become a part of me since we met. Every day she is looking after me. Without her I wouldn't be where I am today and, more than likely, I'd be burnt out busking

for nickels on the side streets of downtown Wetaskiwin. She is the mechanic that has maintained me so that I might make TBO. Thank you, fish.

In early 2019 Hope and I purchased Wetaskiwin Aerial from Brent. We now operate two AT502B's and one Enstrom F28F helicopter servicing the greater central Alberta area. The company started with Brent Lange and Larry Macdonald in 1981, with Brent taking full ownership in 2001. Our company has extensive experience in both the agriculture and forestry sector. Future plans are to see what we might be capable of in the lumber, oil and gas industries in regard to general maintenance/upkeep and reclamation.

Since my time operating WAA, I had the inkling to grow and become the big boy on the block, to own and operate maybe 6 or 10 aircraft. To be the biggest and best. This is something I believe many business owners or entrepreneurs contemplate, especially living in a American Dream society. Go big or go home right! Actually, I have observed a decent number of operators across the prairies trying to do just that. That being said, I have heard of and maybe witnessed only 2 operations that have successfully done such. It is my opinion and observation that growing to be a large operation can lead to decreased quality of service and work. Also, I have come to learn that the larger the operation the more limited your exit strategies becomes. Who do you sell a \$10 million-dollar company to? Your son or daughter? Ha! Fat chance Charlie! We struggled to purchase a 2 and a half aircraft operation, even with 5 years of sweat equity built into it! Some food for thought as you grow your "Walmart" of spraying operation. For these reasons, we have decided to maintain

our company size and offer our customers premium service. Two golden rules: Every acre is treated like it's our own and treat others as you wish to be treated.

Since managing WAA I have become a member on the board of directors for the AAAA's, CAIR and Alberta's Wildrose Protective Fund. In 2017 I ventured to Taber, AB, and spent some time undertaking a Spray Analyst course put on by the Kinniburghs and Dennis Gardiser. I enjoy bettering myself and promoting the industry I love so much. Still my favorite place is in the cockpit. Every time I buckle up my head clears of all issues and flying is all I do. Aerial application is like an art form. I like to think we "paint" the fields. There is no field sprayed exactly the same as another. What a beautiful concept.

Here I sit now as a 30-year-old helicopter and fixed wing licenced AME and commercial pilot, holding multi-engine, seaplane, night, BH06, HU50, EH28 ratings. I'm a certified spray analyst and active contributing member of our industry through the associations. My horn has been tooted and that's a little bit about me! Aviation is a rewarding and challenging industry with bountiful opportunities. I only hope that I may be part of it for many years to come.

If anybody ever has any questions or ideas about our industry or how to make it better and safer, young or old, high time or low, please give me a shout!

The very best key to a long, safe and successful career in aviation is quality mentorship.

(Below) Hope Cosens and Corey Lange - Citabria 7GCBC (C-GOOE) - Wetaskiwin to Spirit River and back, 2015



CAIR CONTACT INFORMATION

Keep the following information handy in your CAIR file to assist you during the 2019 spraying season. The 2019 CAIR Safety Seminar was held in Montreal, QC in conjunction with the CAAA Annual Conference and Trade Show.

The seminar was recorded and is now available on the CAAA Website Members Only Page for any pilots who were unable to attend the seminar. If you have any questions, please contact the CAIR Office at 780-413-0016. **CAIR inquiries should be directed as follows:**

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

CAIR
P.O. Box 21085
Edmonton, AB T6R 2V4

Phone: 780-413-0016
Fax: 780-413-0076
Email: info@canadianaerialapplicators.com

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
pguenette@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: jjimpeters@shaw.ca



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(Above) Amy Johnson calls her 1976 Cessna AG Truck spray plane her baby. She's the only one who gets to fly it. Photo: GERALYN WICHERS

MEMBERS IN THE NEWS - YOUNG AERIAL APPLICATOR PILOTS HER DREAMS

For two months of the year, Amy Johnson flies a crop duster and for 10 she flies MedEvac planes

BY GERALYN WICHERS, SEPTEMBER 4, 2019, FARMIT MANITOBA

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Amy Johnson loves an early morning — cool, calm, no one around and perfect for flying.

"You're just kind of in your own little bubble in the plane," said Amy, 23. "You really feel like it's just an extension of your body and the wings are your own wings... I get that feeling in this plane more than any other plane.

"You're really in the same environment as a bird."

Amy calls her white and yellow, 1976 Cessna AG Truck spray plane her baby. She laughed and pointed out hair ties hanging from a nob in the cramped cockpit, a sign that this is a woman's plane. No one else flies it.

For two months of the year, she eats, sleeps and schedules her life around that plane, logging gruelling hours as an aerial applicator.

For the rest of the year, she flies a MedEvac plane.

The dream forever

Amy grew up on a grain and oilseed farm near Dugald, about 20 kilometres east of Winnipeg. Flying wasn't in the family, exactly, but she said her dad, Vern Johnson, might have been a pilot in another life. When she was a kid, they'd park by the airport fence and watch the planes come in, or park on the road and watch crop dusters fly near the farm.

"I've always wanted to fly," Amy said. "That's my dream forever."

At age nine or 10, Amy went to the Lyncrest airport northeast of Winnipeg for her first flight in a small plane as part of the Young Eagles aviation education program. After that, she returned year

after year for flights.

Amy began flight lessons at age 16 and flew solo before she even had a driver's licence. She got her private pilot licence at 18, commercial licence at 19, and instructor rating at 20. In 2016, she began working as an instructor.

She also studied business and aviation at Providence University College. She and her dad began a crop spraying business, starting with a ground sprayer. In 2017, they bought the plane.

For Amy, work as a MedEvac pilot began as a job that would allow her to take two months out of the year for her crop spraying business. She did a stint as a charter pilot then moved to MedEvac flights to northern Manitoba.

"We basically fly to any place that has a runway," Amy said.

They're two very different planes. On one hand, a Beechcraft King Air turbine with high-tech glass cockpit that can practically fly itself. On the other, a 40-year-old, piston-engine spray plane flown entirely by hand. But the skills translate and assist each other.

The spray plane takes off on grass, and the northern runways are mainly gravel. Amy is accustomed to landing and taking off on runways that change with the weather. She has to

troubleshoot herself with no maintenance person to rescue her when her brakes freeze after taxiing through four inches of snow.

The spray plane has given her excellent hand-flying skills even when flying at the plane's limit. The spray plane often flies with a heavy load and executes tight turns that tax the plane. Amy said that some pilots get used to flying almost entirely by computer or flying a light plane, so if they accidentally hit the limits of the plane, they're in trouble.

An exhausting job

MedEvac flying also gives her a break from the farm. Amy said after two months of intense crop spraying, she's ready to do something else.

This year she set a personal record by flying 22 hours in two days. That was 22 hours pure flying time, not including time spent preparing or cleaning afterward.

"It's an exhausting job," Amy said. "There are so many things that go on inside the plane that I don't think people realize the workload that's involved in crop dusting."

There's paperwork, talking to customers, and cleaning. While in flight, she's monitoring the plane for height and keeping an eye on any

obstacles while maintaining a precise line across the field.

She also has to keep an eye on how much she has in the tank to spray, and if any nozzles are plugged — something she generally only has time to do while in a turn.

"It doesn't happen spread out over the two months. It's like you have a 10-day period where this crop is ready for fungicide and you fly like 10 hours a day for a couple of days," Amy said. "It's so important that you are ready, and the plane is ready for that little burst."

Amy said she feels a lot of pressure because she's the only one who can fly the plane, and farmers are counting on her. This makes it tough to take breaks, something she said she's had to learn how to do — sometimes, she just has to get out of the plane for an hour.

Still, Amy was quick to offer to take the plane up so the Co-operator could take pictures. She loves to fly, she explained. It was no bother.

"I feel very lucky that I get to be in an airplane that I own and so I fly it all the time. I'm the only one who flies it. I have everything the way I want it to be and it's just like your own little safe spot."



(Above) Amy Johnson in the seat of her 1976 Cessna spray plane.
Photo: GERALYN WICHERS

(Below) Amy Johnson with her 1976 Cessna spray plane.
Photo: GERALYN WICHERS



WELCOME TO THE 'OFF' SEASON!

The flying is done now what? Most operators will now say there is no such thing as the off season. The 'non-flying' months are a time for maintenance, continuing education, updating manuals and paperwork, paperwork, paperwork.

Both the CAAA and the provincial associations can help. The provincial conferences and the CAAA Annual Conference in February are excellent opportunities to obtain all your required credits. They are also great ways to speak with your suppliers and network with your colleagues; learning any new tricks they may have discovered during the season or discuss any missteps that could turn into learning opportunities.

Upcoming Conferences and meetings include:

The Canadian Aerial Applicators Association – February 20-22, 2020 in Victoria, BC

Canadian Aerial Insurance Reciprocal – February 22, 2020 in Victoria, BC

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Did you know that the CAAA offers several sample manuals in the Members' Only area of the website?

The off season is a great time to review all of your paperwork and update any manuals. The CAAA website has several sample manuals posted including:

Maintenance Control Manuals

Operations Manuals

SMS Manuals and Ground Crew Manuals.

Education

The off season is not only a great time to educate yourself but is an opportunity to educate your community. Take the time to meet with your town council and educate them on the benefits of aerial application. The more they know the more likely they are to work with you instead of against you with regards to towers and airports.

Visit a classroom! Start promoting aerial application to students in your community. You never know when you will meet a future ag pilot! The CAAA has created an education video that is available for use through our YouTube channel. If you would like a copy on a USB stick, contact the office.



CANADIAN AERIAL
APPLICATORS ASSOCIATION

2020 AGM, CONFERENCE & TRADE SHOW

FEBRUARY 20 - 22
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#CAAA2020

The Canadian Aerial Applicators Association 34th Annual General Meeting, Conference & Trade Show is set to take place at the Fairmont Empress in Victoria, BC. Take part in educational speaker sessions, visit 30+ vendors at our trade show, and enjoy the banquet and auction with industry members.

info@canadianaerialapplicators.com
www.canadianaerialapplicators.com/conference

2020 CAAA AGRICULTURAL AVIATION SCHOLARSHIP

Presenting two (2) separate scholarships for 2020 courtesy of CAIR and Panoramix Aviation Logistics

The goal of the CAAA Agricultural Aviation Scholarship is to strengthen the aerial application industry by helping CAAA Operators bring new pilots into the profession. Each applicant must be sponsored by a CAAA Operator, and scholarship recipients must use the proceeds for flight training or agricultural coursework at a university, college, community college or other institution of higher learning.

PURPOSE

To bring new pilots into Agricultural Aviation and help fund their training. Scholarship is to be used for flight training or ag-related coursework at a university, college, community college or other institution of higher learning.

AMOUNT

The CAAA Agricultural Aviation Scholarship Program will award one (1) one-year scholarships to a deserving, qualified student(s) participating in one or more of the following programs:

1. A certified flight training program
2. An agriculture, agribusiness or ag vocation program for a second-year or later student(s) enrolled in a 2-year or 4-year program of study at an accredited junior college, college or university.

CAAA will award one \$2,000 scholarship annually for the life of the program. One award per applicant. The CAAA reserves the right to withhold scholarship if no suitable application received.

ELIGIBILITY

Entrant must be sponsored by an CAAA Operator.

Prior CAAA Agricultural Aviation Scholarship winners are not eligible.

SPONSOR

Each applicant must be sponsored by an CAAA Member Operator.

An Operator may sponsor only one applicant per year.

APPLICATION

Applicant should fill out ALL "applicant information," sign the form and give the application to the CAAA Operator Sponsor.

DEADLINE

December 31, 2019

CAAA MENTORSHIP PROGRAM

The CAAA's Mentorship Program provides a confidential source of experience sharing and mentoring to all new applicators. The CAAA has gathered names of individuals who have agreed to act as mentors and talk confidentially with applicators throughout the upcoming season. The individuals listed below are available to speak with any applicator on a totally confidential basis. Please contact anyone of them if you have questions or need direction during the season.

Jon Bagley	Operator	Bus: 204-763-8998	Cell: 204-729-7723
Allan Denesowych	Maintenance Engineer	Bus: 306-786-7007	Cell: 306-621-5137
Fran de Kock	Operator/Training	Bus: 306-445-3099	Cell: 306-441-0547
Bruce Gair	Pilot	Bus: 780-352-7833	Cell: 780-352-1278
Clarion Seib	Pilot	Bus: 306-786-6072	Cell: 306-621-7171



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CAAA AWARDS

As you are going through this year's season make note of those individuals or organizations that are worthy of recognition.

Each year the Canadian Aerial Applicators Association recognizes the achievements of its members and others dedicated to aerial application. The CAAA awards highlight the commitment and efforts of those who work to advance the industry. It is up to you to nominate these unsung heroes and recognize their efforts with these six prestigious awards.

The deadline for nominations is December 31, 2019. The awards will be presented at the CAAA convention in February 2020.

THE FOLLOWING SIX NOMINATION CATEGORIES ARE:

AWARD OF EXCELLENCE

Past Recipients: 2018 Jim Wood, 2016 Clairon Seib, 2015 Dave Davies, 2014 Ken Kane, 2013 Jim Stonehouse, 2012 Brent Lange

WINGS OF AGRICULTURE AWARD*

Past Recipients: 2018 Benoit Tetreault, 2017 Jeff Farr, 2016 Nicolas Girard, 2015 John Bodie, 2014 James Pottage, 2013 Paul Zimmer, 2012 Nelson Almey

THE ACE AWARD

Past Recipients: 2019 Justin Farr, 2018 Darwin Penner, 2017 Aaron Sadler, 2016 George Giesbrecht, 2015 Tanner Denesowych, 2013 Keith Paetkau, 2012 Clayton Rempel

THE JUMPSEAT AWARD

Past Recipients: 2018 Queen Bee Air Specialties Chip Kemper and Joy Hancock 2017 Jonair - David Frisch, 2016 Farm Credit Canada, 2015 Kevin Chorney - Bayer CropSciences, 2014 Battlefords Airspray, 2013 Univar Canada, 2012 Bayer Crop Sciences Canada

THE MVP AWARD

Past Recipients: 2019 Mario Morales, 2018 Christine Frisch, 2017 Bryan Dion, 2016 Ken Alarie, 2015 Bonnie Brotherston-Bagley, 2014 Ryan Lecoq, 2013 Arlene Almey, 2012 George Scott

THE CAAA PILOT OF THE YEAR AWARD*

Past Recipients: 2019 George Giesbrecht, 2018 John Floyde, 2017 Rick Kornelson, 2016 Curtis Burke, 2015 John Dornian, 2014 Gord Boklaschuk, 2013 Jack Appleton

Application forms are available on the CAAA website www.canadianaerialapplicators.com. Contact the CAAA office for any additional information or questions you might have regarding the awards.

*Membership must be current by February 28, 2019 to be eligible.

CAAA 2020 MEMBERSHIP RENEWALS

Online renewals will open December 1st. Renewal forms will once again be sent out by mail at the beginning of January for those that wish to renew in office by cheque or credit card. To renew both your provincial and national membership in one simple online transaction, go to the website at store.canadianaerialapplicators.com/annual-dues/new. If you have any questions regarding membership renewal, please feel free to contact Shauna by email at shauna@managewise.ca or by phone at 780-413-0078.



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CLASSIFIEDS

1970 CESSNA AG-WAGON FOR SALE

POSTED BY: Roland Jenson
EMAIL: rolandjenson@hotmail.com
PHONE: 306-867-7725

1970 Cessna Ag-wagon. TTAF 5,321 TTSMOH 1250 TTSP0 "0" 2019, new cables and pulleys, mags OH, alternator O/H, new windows, rebuilt smoker, Kenzie exhaust, Satloc lite star, weathaero fan, hopper removed and professionally redone, Gear legs O/H, new tires & tubes, Cleveland's, new brake lines, plane stripped and painted, annual with sale.

WANTED: 1 TURBINE AGPILOT

POSTED BY: Troy's Flying Service
EMAIL: t.rex75@hotmail.com
PHONE: 306-327-8600

Troy's Flying Service., requires 1 qualified commercially licensed Professional Agricultural Turbine Aerial Applicator for the 2020 season to fly a Thrush 510G Turbine.

APPLICANTS MUST have 5 years or more experience as an Aerial Applicator, a minimum of 500 hours turbine agricultural experience, an excellent working knowledge of SATLOC G4 GPS, be a member of the CAAA, and be proficient in numeracy and reading, writing, and speaking English. Turbine transition training and Turbine Thrush experience considered an asset. They must also be competent at task planning, organizing, and decision making. Applicants must be physically able to perform a physically demanding job in a fast-paced environment.

CREDENTIALS: Canadian Commercial Pilots License, Saskatchewan Aerial Pesticide License.

DUTIES: to fly a fixed wing turbine agricultural aircraft safely and efficiently with the SATLOC GPS flight computer, to work with customers to create spray orders and maps. To work in a professional manner with ground support crews, to perform daily checks on a turbine powered aircraft, to keep work logs and aircraft logs in an orderly fashion, to be available to work when conditions are optimum, to keep current Canadian Commercial Pilots License and provincial pesticide applicators license.

WAGES: Paid Monthly. Rate of pay based on a per acre basis.

2 PROFESSIONAL AGRICULTURAL TURBINE SPRAY PILOTS WANTED

POSTED BY: Wetaskiwin Aerial Applicators Ltd.
EMAIL: waa@telusplanet.net
PHONE: 780-352-7833

WETASKIWIN AERIAL APPLICATORS LTD. requires 2 qualified commercially licensed Professional Agricultural Turbine Aerial Applicators for the 2020 season to fly an Air Tractor 502B Turbine.

APPLICANTS MUST have 5 years or more experience, a minimum of 1000 hours turbine agricultural experience; AT502 experience; an excellent working knowledge of SATLOC GPS, must be acceptable by CAIR as insurable (accident free record); be a member of the CAAA and be proficient in numeracy and reading, writing, and speaking English. They must also be competent at task planning, organizing, decision making. Applicants must be physically able to perform a physically demanding job in a fast-paced environment.

CREDENTIALS: Canadian Commercial Pilots License, Alberta Aerial Pesticide License, Turbine Transition Training.

DUTIES: to fly a fixed wing turbine agricultural aircraft safely and efficiently with the SATLOC GPS flight computer, to work with customers to create spray orders, to work in a professional manner with ground support crews, to perform daily checks on a turbine powered aircraft, to keep work logs in an orderly fashion, to be available to work when conditions are optimum, to keep current Canadian Commercial Pilots License and provincial pesticide applicators license.

WAGES: Paid Monthly. Rate is \$55.00 per hour, 40 hours per week, overtime with remuneration. Wages are based on acres sprayed. Acres sprayed in a season depend upon weather and farm economy. Bonuses based on performance. Workers Compensation coverage as required by law.

EMPLOYMENT TERM: Seasonal: Full Time from May 15, 2020 to September 15, 2020

APPLY BY: 15-Jan-2020. Only successful applicants meeting all requirements will be contacted.

APPLICATIONS ACCEPTED THRU EMAIL OR MAIL ONLY.

Wetaskiwin Aerial Applicators Ltd.
Box 6116
Wetaskiwin, AB



AERIAL APPLICATION PARTS & MAINTENANCE



1974 CESSNA AG WAGON 188

POSTED BY: Chris McCallister

EMAIL: Chris@apexaviationcanada.com

PHONE: 204-871-0950

1974 Cessna Ag Wagon 188, C-GZFU, Cessna Aircraft A188B, s/n 18801522, 1974, TAFT: 6271.7 hrs, Engine: Continental Motors IO-520-F-C-D s/n 819000-R, 1344.4 hrs Engine Time Since Major Overhaul in June 2004, Installed on GZFU at 4927.3 hrs TAFT, Hartzell Propeller PHC-C3YF-1RF/F8468A-6R s/n EE5111B, *Propeller factory new April 11, 2005 Installed at 4951.3 hrs TAFT, Propeller was overhauled April 21, 2015 at TAFT: 5963.8 hrs, Next due Apr 2025, Total Propeller TSN: 1320.4 hrs, Total Propeller TSOH: 3079 hrs, High Tech Atomizer nozzles installed 2018, SatLoc GPS and flow control installed 2018, Fresh Annual - Commercial Standards, Manitoba, Canada, \$100,000 USD

1975 CESSNA AG TRUCK 188

POSTED BY: Chris McCallister

EMAIL: Chris@apexaviationcanada.com

PHONE: 204-871-0950

1975 Cessna Ag Truck 188, C-GMJR, Cessna Aircraft A188B, s/n 188-02134T, 1975, TAFT: 6468.9 hrs, Engine: Continental Motors IO-550-D23 s/n 284410-R, *Engine was rebuilt/Zero at TCM in 12/10/2001 installed at 4223.2 hrs TAFT, 707 hrs Engine Since Major Overhaul in Feb 9, 2010, 2245.7 hrs Engine Since TCM factory Rebuilt/Zero, Installed as per STC# SA3243SO, Hartzell Propeller HC-C3YF-1RF s/n EC1694B, *Propeller Factory New Installed Apr 2002 installed at 4223.2 hrs TAFT., Last Propeller overhaul date is Jan 10, 2012, next due Jan 2022, Propeller TSN 2245.7 hrs, Propeller TSOH: 504.1 hrs, Installed as per STC SA92-104, High Tech Atomizer nozzles installed 2018, SatLoc GPS and flow control installed 2018, Fresh Annual - Commercial Standards, Manitoba, Canada, \$140,000 USD

1973 AND 1975 CESSNA FOR SALE

POSTED BY: Forest Protection Limited Suzanne Munn

EMAIL: mmorales@forestprotectionlimited.com

PHONE: 506-446-6930

C-GJDF 1973 Cessna 337G S/N 33701516 TTSN 6048.7 hrs. Front engine and Propeller Engine TTSO 914.5 hrs. Propeller TTSO 238.6 March 21, 2014. Rear engine and propeller Engine TTSO 1063.0 hrs. Propeller TTSO 238.6 hrs. October 5, 2015. Last annual inspection November 6, 2018

C-GXMA 1975 Cessna 337G S/N 33701644 TTSN 6314.9 hrs. Front engine and propeller Engine TTSO 475.3 hrs. Propeller TTSO 475.3 hrs. June 20, 2013, Rear engine and propeller Engine TTSO 1195.4 hrs. Propeller TTSO 212.2 hrs. January 17, 2017. Last annual inspection October 29, 2018 Aircraft have been maintained and operated commercially by Forest Protection Limited AMO 03/06 under MSA QM0079, and AOC 3816 both aircraft have the forestry package installed, FM radios and sirens.

We have an inventory of serviceable parts worth \$52,000.00 US that will go with these two aircraft. Asking price for both and the parts \$200,000.00 US.

For more information please contact Mario Morales at Forest Protection Limited at 506-446-6930 ext 246 or cell 506-261-5023.

CRM TRAINING PROGRAM

POSTED BY: Cody Rockafellow

EMAIL: rockwestenterprises@gmail.com

PHONE: 403-968-2915

With deadline fast approaching to have a Crew Resource Management (CRM) training program in place, if you are still looking for a solution hopefully, I can provide help. My background in CRM began during my enrollment at a two-year Aviation Diploma program at Selkirk College from 2009-2010. Besides taking several stand-alone CRM courses, CRM principles were integrated in every flight and simulator session during the program. I brought this training into the aerial application industry, where for the past eight years I have utilizing these tools and techniques.

Using this experience, I have developed a CRM training program for the aerial applicator. The material provides you with the ability and freedom to train your own personnel in conjunction with the rest of your yearly training, as well as have the flexibility to modify or add to the material to suit your operations. Keeping your training in house will prevent organizational headaches of hiring out lengthy training sessions from consultants.

If you are interest or have questions, feel free to contact me at (403) 968-2915 or by email at rockwestenterprises@gmail.com.

Continue to have a safe and productive 2019 season.

AIRPLANE & HELICOPTER AG-PILOT HIGH EXPERIENCED

POSTED BY: Luis Urrutia Martin

EMAIL: luisurrutiamartin@gmail.com

PHONE: +50230321302

My name is Luis Urrutia, 45-year-old, +7000 flight hours on ag spraying, mostly AT602, and also very well experienced on AT502 & Thrush 510P for banana & sugar cane fields spraying since 1999, Ag Pilot on helicopters also, airline transport pilot on FAA and ICAO, +13,000 flight hours in total.

Satloc Bantam and G4 operator, flow control and inteliflow operator.

FAA & OACI current 1st class medicals

Never had an accident

I don't have Canadian working permits but will love to begin any process to become eligible.

I'm open to move to a place with my wife and kids in order to settle down and get a long-term working relationship.

Certainly, a family person, good manners and good worker, no drugs or alcohol issues ever.

Thanks for your kindly attention

My best regards.

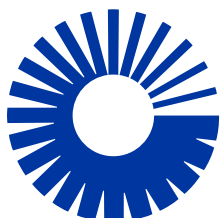
Luis Urrutia

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Guatemala, Central America

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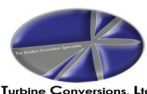
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