



NEW HORIZONS

NATIONAL NEWSLETTER



**CAA IS GOING TO
VICTORIA!**

p. 12

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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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IN THIS ISSUE

PRESIDENT'S REPORT	4
EXECUTIVE DIRECTOR'S REPORT	4
PROVINCIAL REPORTS	6
SPOTLIGHT ON ZIMMER AIR	8
CAAA IS GOING TO VICTORIA	12
2020 CAAA PRELIMINARY SCHEDULE	14
CAAA MEMBERSHIP RENEWALS	14
LEVERAGING A GROWTH MINDSET IN AVIATION	16
FEDERAL COURT RULES IN FAVOUR OF THE PEST MANAGEMENT REGULATORY AGENCY'S AUTHORITY TO SET PHASE-IN PERIODS FOR AMENDED PESTICIDE REGISTRATIONS	18
CLEANFARMS OFFERING CONTAINER COLLECTION BAGS ACROSS THE PRAIRIES IN 2020	19
CLASSIFIEDS	20

PRESIDENT'S REPORT

CAAA State of Our Union.

A new decade is upon us! Where does the time go! All the best from our house to yours in the new year.

Now that the fall meeting season is behind us, I thought this message is a good time to update you on some of the issues the board has been dealing with lately. As happens from time to time, there is a fairly high turnover of board members. As I look around the table, I see a good mix of fresh faces and a few recycled ones. Thanks to Ted Anderson who is the latest board retiree as James Pottage takes his place. All have hit the ground running, and I have a great appreciation for them as they bring their talents to help the cause of keeping aerial application viable in Canada.

As we met in Ottawa with various regulators and industry groups it became apparent that there has been a high turnover of those who have a direct influence on our industry, others have had little direct contact with what we do. To address the situation, and aid understanding, we have invited stakeholders to an aerial application demonstration and information session. So far there is enough interest expressed that we are

going to pursue the idea. The catch is, due to tight budgets, we must hold it within an hour drive of Ottawa. Thanks to Paul Zimmer, who drew the short straw due to geography, has agreed to work with us to provide a fixed and rotor wing for the event to be held mid May.

Other initiatives we are pursuing, carbon tax exemption (don't hold your breath but will fight the good fight), Foreign worker process streamlining grinds on, it doesn't look like we will be able to change the process for the upcoming season but remain hopeful long term. A reminder to those needing their glyphosate training, this is now offered on line. Check our university section for the link.

This past year has been a financially tight one for the CAAA. The importance of our annual convention on the success of our association was made clear when a couple of budget line items didn't go as planned which left us in the red. Thanks to the finance committee and the board who have been able to contain the red ink to a manageable number, and have done a great job in analyzing how to avoid the same situation going forward. That is where the good news lay. Through lots of discussion and analysis, I believe we have identified several efficiencies and are building a

better "mousetrap" that will allow us to do a better job with fewer resources. Key to our strategy, with thanks to our communication committee, is a

relaunch of our website which will be the prime method of communication going forward. This change will allow us and our industry partners to communicate more often more effectively. Keep an eye open for these changes before Victoria.

The Victoria get together is receiving the finishing touches. Hope all have made your plans to attend. Lots to learn, see, and do, packed into this one!

As I write this, both traditional and social media are lit up with an Ag Cat pilot who sprayed "holy water" over a Louisiana town. The NAAA has sent an email blast distancing itself from such spectacles. The email contains "upon the actions of each rests the fate of us all". The need for a professional, united voice at times like this is self explanatory.

DARREN TIEDE, PRESIDENT, CAAA
president@canadianaerialapplicators.com



EXECUTIVE DIRECTOR'S REPORT

Happy New Year!

I hope everyone had a wonderful holiday season and enjoyed some downtime with loved ones.

As we jump start into 2020 the CAAA office is busy with final preparations for the upcoming conference in Victoria. We will greatly miss Tamara at this year's event, but she left us well equipped. We have a full program and I am happy to announce that NAAA President, Darrin Pluhar, will be presenting the PAASS Program to all delegates along with other valuable education sessions. We are also excited to bring back the Icebreaker with the Exhibit Grand Opening. For the full conference program please visit the CAAA website and make sure to #CAAA2020 when at the conference!

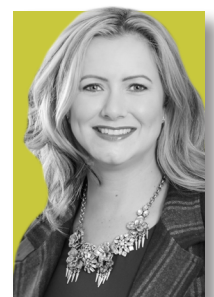
The CAAA held their annual board meeting at the NAAA Ag Aviation Expo in Orlando this past November. The board continues to focus on fostering relationships with industry stakeholders and government partners as we move into 2020. As CAAA President, Darren Tiede, mentioned the CAAA will be holding an Aerial Ag Information Session in 2020 which has gained a high level of interest from our different government partners. This gives truth that continuing to focus and foster these relationships is key for our association and industry as a whole. As an association the board is also working diligently to stay on top, or even ahead, of the industry shift with regard to emerging technologies. This results in the CAAA welcoming those organizations in the precision agriculture industry to join the CAAA as allied members. With our two industries working together we can ensure the

safe application of cop care products by precision agriculture application when that day arrives.

At the NAAA Expo it was great to connect with the NAAA President and CEO and discuss the direction of our organizations and how we can continue to work together moving forward. It was wonderful to see so many Canadian attend the show in Orlando and thank you to Dave Frisch and Portage Aircraft for sponsoring the Canadian Hospitality Suite. A great time was had by all!

I look forward to seeing everyone in Victoria.

SHARA TARDIF
EXECUTIVE DIRECTOR, CAAA
ed@canadianaerialapplicators.com







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PROVINCIAL REPORTS

SASKATCHEWAN REPORT

Hello from Saskatchewan. Hope everyone had a great Christmas and Happy New Year. We held our SAAA conference on November 6-8. And was well attended by SAAA members. I would like to thank our outgoing board members from this year's elections: Colin Bevan, Travis Karle, Scott Kosmenko, Glen Funnell and Brennan Jardine. With that we welcome our new board members: Laura Lawrence, Corey Sharpe, Jeff Farr, and Ryan Gidyck. As new Vice president we have Tanner Denesowych and Secretary/Treasurer, James Pottage. I would also like to thank Ted Anderson as out going President. We had a major bylaw review and clean up this year, this will help the board function more smoothly and efficiently. We

had three credit sessions this year; Spray System Set-Up, with Alan Corr; Sharing the Skies, with Corey Csada; and Labelling, presented by Danielle Neisz. All were very well done and a big thanks to each of our presenters.

This fall was a rough one for many famers all across the prairie provinces. I know in Saskatchewan there are a few areas with lots of crop left out. This will make for a long spring for many farmers and could potentially cause some late seeded crops. Let's hope for an early spring to help that out.

We have had a change in our SEAT program, the government has appointed Marlo Prichard of Saskatchewan Public Safety Agency to take over the program. We are still in the pilot stages but

had some good results with a fire this past year. We are very hopeful this program continues and thankful for all the hard work our members have already put in to get the program this far along. We have gotten training material for this coming year and have been invited, to the in class training that Northern Air Ops attends.

Hope to see everyone in Victoria in February. And look forward to hopefully a safe and prosperous year to come.



CHAD VANDERBYL
PRESIDENT, SAAA

MANITOBA REPORT

As I'm typing this letter a week before Christmas, there are still many producers with leftover crops, and some are still out there combining corn in these frigid temperatures. The common sentiment in this area amongst the ag community, is that most are looking forward to putting this year behind them and hoping for a positive reboot in 2020. As we all know in this industry, the weather always determines the final harvest outcome!

The MAAA hosted their AGM at Portage Aircraft on Nov 14th with a successful turnout. I would like

to thank the four CEC presenters who did a great job connecting with the audience. Air Tractor and Pratt & Whitney also contributed with their own respective information sessions. Moving forward, The MAAA will stay with the AGM format versus previous of having a spring and fall meeting.

The NAAA convention was held earlier this year in Orlando. As there isn't much else to do in Orlando area (ahem) we reluctantly attended. I've always maintained both the CAAA and NAAA conventions are the best way to stay up-to-date with industry and our membership alike. The most discussed topic lately is the up and coming of drones and

how this will impact our industry. As an association we think it is imperative our respective associations remain at the stakeholder's tables to have a voice in all regulatory and compliance discussions on this important topic.

With winter being my personal favorite season (realize I'm in the minority on this one) hoping you enjoyed the Christmas holidays and winter wonderland.

See you in Victoria.



PAUL SABOURIN,
PRESIDENT, MAAA

ECC REPORT

Season's greetings to my fellow operators and colleagues across the country.

As I sit here on a business flight from Toronto to Fredericton less than 2 weeks before Christmas on a Sunday no less, I have taken this opportunity to reflect on the 2019 season and look ahead towards 2020. I cannot dispute that the ECC of the CAAA may be a much smaller organization than all of the other provinces but I feel we are certainly carrying our weight in moving the agenda of the CAAA forward.

What still troubles me however is that workload in the ECC is being carried by a few companies and the rest of the operators are more than happy to sit on their keisters. They, or "you" if you are reading this submission are more than happy to allow others to do the heavy lifting while you share in the benefits.

I personally have struggled with our relationship with the CAAA over my career. It is a complicated one. I was a member for a number of years, then abandoned the organization; then rejoined close to 15 years ago and have been a member since. In the beginning we had a very small voice at the table and our issues were not the same as those in the big 3, Alberta, Saskatchewan, and Manitoba, so our issues were not priority issues. I would like to think and have noted that attitudes have changed and we in the eastern provinces have a more equitable voice at the table. Federal issues regarding drones, tower marking, PMRA and pesticides, and a host of other issues affect us all and input should be from every operator, pilot, and allied member that wishes to have their say. That does not mean there is not work to do. Ontario east has been blocked from the CAIR insurance program because of the cost to offer insurance in these provinces and I see no changes coming there.

By the looks of it, 2020 will be another busy year for the CAAA and the provinces. In Quebec the budworm program continues to increase in size to combat this pest. In Ontario rumor is a program albeit on a much smaller scale is expected to go forward similar to that of 2019. What I find interesting is that I have heard of a couple of companies that would like to bid on the work and would like to solicit CAAA members to help them carry out the program, yet they have no use for the

CAAA as a member organization. If we can't get these guys on board with the carrot, maybe we need to use the stick.

If current member operators are willing to invest a little time and money to help ensure our industry remains strong, and our voices are heard at the multiple levels of government we deal with, maybe we should insist that those trying to solicit your help are equal members in our cause.

A couple of weeks ago the CAAA was invited to participate on a panel discussion in Ottawa at the forestry protection technology committee workshop. For those of you that are not aware of the meetings they are represented by all provincial governments from coast to coast. The topic was "are we facing, or soon to face a crisis in pest technology expertise". I don't have the room to cover all the questions and answers here but the bottom line is we are already there in most provinces for both operators and natural resource departments. If anything came out of the meeting that would help the CAAA members, it is the potential for these provincial ministries to support changes to the temporary foreign worker program requirements to aid our operators in getting better access and certainty to allow foreign pilots in Canada for the short term.

In the spring of 2020, the CAAA are looking towards providing a training day for the PMRA folks. Because of budgetary restraints a location must be close enough to Ottawa that will limit bus travel to 1 hour. The PMRA group that are registering the pesticides that we use have no real firsthand knowledge of what we do or how we do it. They have a perceived notion which I am sure does not always align with real world operations.

At the very least we need to get them to a calibration clinic, show off some equipment, and let them get that firsthand view of how we carry out our calibrations and daily operations. I am confident they will gain an enormous amount of education and understanding in the one-day event that they have allotted for this.

I know that across this country we have a varied story of how our season went due to the weather, increasing fleets and competition, and reduced opportunities in some areas. I do however hope that we don't let our bottom lines rule all our decisions. If you had to leave your area to find work, and found that work in another operator's established area why go in and undercut their pricing to get a piece of the pie. Why not operate in cooperation with the local guy, maintain the price and put that discount you are willing to give to the grower into the local guy's pocket. The next time that operator needs some help you will be the first call he makes.

In closing please take the time to spend some quality time with your family and friends this Christmas and holiday season and I look forward to seeing everyone in Victoria in February.



PAUL ZIMMER,
PRESIDENT, ECC

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SPOTLIGHT ON ZIMMER AIR

PAUL ZIMMER, ZIMMER AIR SERVICES INC.

Reading young Jedi Corey's spotlight article, I see a lot of similarities in how our careers unfolded, and I would expect there are a lot more of us in this industry that have similar stories. I guess the difference is I am more age challenged than Corey so you will note that most of my pictures are pre digital.

I came from an aviation background as well. My father was a fixed wing and helicopter pilot and spent most of his career gone flying. He was either in the north flying forestry in the summer, or in Central America flying Ag in the winter. My 3 brothers and myself saw so little of my father that when my parents divorced, "Go Figure", we really didn't notice the difference.

Eventually with a new wife and children from a second marriage he realized he needed to spend more time at home and took a job flying TBMs and Trackers with Ontario Ministry of Natural Resources Fire. Never one to take a lot of direction from others he quit that gravy job in 1974 and began an aerial application company based out of Chatham Ontario where his flying career started with 1 Boeing Stearman. This is where I come in. I was just graduating from high school with no real plan for the future. I had the "Aviation Disease" just no way to make it happen, so when Howie asked me to join the company in 1975, I jumped at the chance. I never worked so hard for so little but loved every minute of it.

My goal was to get my commercial fixed wing license so I went in a partnership with 2 other guys on an Aeronca 7AC Champ and began my flight training. One beautiful sunny winter day after a freezing rainstorm my partners decided to go flying but as the aircraft was not hangered and had iced over, they decided to take the ice off the fabric by breaking it up with a hammer. Just to clarify. These guys were not my friends, and apparently not my intellectual equals; just convenient partners in an aircraft. Needless to say, that did not go well, and they ruined the covering ending my flight training. Money was real tight back then so I had to shift gears and went to AME School instead. Upon graduation I took an apprenticeship job and when I put enough money together, I went back flying.



During my AME training, apprenticeship, and pilot training I was away from Zimmer Airspray for close to 3 years and in that time the fleet increased adding a Cessna Ag-Truck and a Bell 47. This was probably the defining moment for me. I stopped F/W training after my Private and dove full bore into R/W training. I worked the night shift pulling wrenches in Toronto for a courier company that ran everything from DC3's to Cessna Piston Twins, to Fairchild Merlins. During the day I carried out my R/W flight training and obtained my Commercial License on a Bell47G2; a wooden M/R Blade beauty in 9 months. When I look back now, I wonder where all the energy came from.

With the ink still wet on my license I went back to the family business and again did everything from mix and load aircraft; pull wrenches, clean toilets, until I was given the opportunity to start my career as a spray pilot with the company. There were no free rides at Zimmer Air. With contracts with major canning companies like Green Giant we had some

pretty busy summers, but helicopters are very expensive to operate and we needed more utilization to pay the bills so we started to look at other ways to lengthen our season. In 1981 we changed our name from Zimmer Airspray to Zimmer Air Services Inc. We were no longer just an Ag spray company. We installed forestry seeders on the helicopter, bought a fertilizer bucket, and tried to get some survey type work. We did whatever we could to generate revenue. It did extend our season and paved the way to larger helicopters that would allow us to continue to expand our operational season and capabilities.

My passion however has always been aerial application and that has been reflected in the operation of our company. I was never much for flying a bunch of winey customers around, and answering the same question over and over. I characterize ZASI as more an aerial application company that utilizes helicopters than a helicopter service provider.

I have been fortunate as the operator of a small aviation business to have flown in many parts of the country and in other countries.

Who can say they have sprayed Hydro Rights-Of-Way and their Mix Rig was a train that followed them down the rail line which was adjacent to the hydro line? My landing deck was a rail car.

Who can say that on 1 flight in one day on a 200 trip they saw grain being separated from the chaff by indigenous people using horses running around a ring and stomping on the harvested crop, followed by steam threshing harvesters, and a little further south, John Deere combines. That was in Chile in the early 1990's.

I am guessing I am the only one you know that has been pulled over for speeding by a Carabineiro (Police officer) on horseback. No Radar involved.

Who can say they have had Farley Mowat, a renowned Canadian author and environmentalist picketing and demonstrating at one of their spray sites? Hey, I didn't say everything was positive!

My flying career was never dull, but there were some moments of sheer panic like when I was contracted to Quebec Hydro to spray vegetation under 735KV hydro towers and they requested I spray between the live lines and the terrain rather than drop the spray from on top of the towers. What made it even more challenging was the terrain. Running out of power in a Jetbox climbing a steep hill is bad enough but being sandwiched between the ground and some menacing hydro cables left you with minimal options. Not recommended for the faint of heart, or for that matter a reasonably thinking individual.



Mix Rig on Rails



Forestry Spraying in Chile



Paul Zimmer at North Chile Parks

Spotlight – Zimmer Air cont'd

Paul Zimmer with Miss Costa Rica



Paul Zimmer and Jetbox



Paul Zimmer 'flying the desk'

The years have zoomed by. Countless contracts completed, everyone a little different to a whole bunch different, ranging from Ag spraying/seeding / fertilizing, to mosquito/blackfly control/to forestry seeding/tending/pest control. As I said never boring. We went from one base to two bases and more helicopters, to three bases and more helicopters, and now four, this one in Costa Rica. The intent was never to get big, but you simply cannot stay still in business. In my opinion you are either moving ahead or you are falling behind. When a good customer comes to you and says they are going to double their program are you up for it, or should they look elsewhere to fill the half that you can't; the answer is always yes. If I cannot step up to the plate someone else will. and shortly thereafter they will be asking the company if they can have it all. I have always been up for a challenge and seem to be able to sift between the risk and reward equations and have for the most part come out OK. However, when you do make a bad decision, and I have been there, it takes a lot of good decisions to make up for the money lost on that one incorrect move. It is rather ironic that with the level of risk I have been willing to take in business, it has never translated to the Las Vegas gaming tables. Business is far more enjoyable and rewarding.

I take pride in that ZASI have always worked with integrity and treated our fellow operators with respect and the spirit of cooperation even though we are in a competitive market. Unfortunately, that sentiment is not as prevalent as it once was. It appears Mr. Trump does not have the market on doing whatever it is you have to do to win the day.

With the growth of the company and an ever increasing regulatory and paperwork burden it became impossible to wear all the hats I wore; Director of Maintenance, Operations Manager, Marketing Manager, Chief Financial Officer, Pilot and AME. Something had to give and invariably it had to be the fun job that was easy to fill, which of course was the flying. When somebody asks now if I am a pilot, my response is, I Fly the Desk. Do I miss it? Yes, for sure, but the longer you are away from it the more difficult is it to stay current and I realize now that I am not just rusty. My skills have degraded and I in fact have an expiry date. I would however like to extend that date by letting the younger better technology savvy pilots do the day to day flying. I am however toying with the idea of installing Ag-Tips on my desk.



With no immediate family members to take over the business, no children of my own, and only one stepson by marriage who would prefer to stay home and raise his family I thought there would be no succession plan to carry on the company. That however changed a few years ago when my nephew Aaron showed some interest in the business, obtained his Commercial Helicopter License, went to AME School and is working on his apprenticeship as well as every other aspect of the business. He is now a minority shareholder, the Operations Manager of the Company, and my best hope for continuation of Zimmer Air.

Over the years I have seen many warning signs signaling the end of the aerial application industry. Some have a real impact, such as Bt [Bacillus thuringiensis] corn reducing the need for insecticides, PMRA removal of badly needed pesticides, and an onslaught of litigation fueled by frivolous and unsubstantiated claims which has the potential to remove other valued pesticides. Others are just marketing ploys but still have an impact such as the benefits to your health from organically grown crops. Yet I am still optimistic and see an increasing need to combat invasive species, pest resistance to genetically modified crops, increased yields through timely

applications, and the need to simply supply more food to support increasing populations. Aerial application will continue to be a contentious and bumpy ride fueled by ill-informed so-called environmentalists, but if we have the gumption to fight for, and be proud of our industry we will have a strong future.

Even though I am going into my 45th year in this industry I think I still have a little more to offer and will continue to help Aaron direct our company, ZASI, into shaping that future.

CAAA IS GOING TO VICTORIA!

Watch the CAAA website and social media channels for conference updates as they happen!

VICTORIA FAIRMONT EMPRESS

Fairmont Empress hotel sits majestically at the cornerstone of Victoria's sparkling Inner Harbour and city centre of arts, entertainment and cultural attractions. This Vancouver Island resort is located in British Columbia's capital city and features turn of the century architecture, classic beauty and an unrivalled location on the water.

Recognized as one of Top 21 Iconic Hotels in the World by National Geographic Traveler and honoured with Travel + Leisure's World's Best Award for Top 10 City Hotels in Canada, Fairmont Empress is recently restored with a thoughtful aesthetic that pays tribute to its iconic history while celebrating a new era of modern luxury. Located in Victoria, British Columbia overlooking the city's sparkling Inner Harbour, Canada's Castle on the Coast is the ideal starting point to explore Vancouver Island's stunning natural beauty.

AIR FARE DISCOUNT CODE

The CAAA is excited to offer you airfare discounts to Victoria through both Air Canada and WestJet!

Air Canada

To book a flight access aircanada.com and enter promotion code ACQYFN61 in the flight search panel.

WestJet

To book a flight access www.westjet.com/conventions and enter promotion code T88LS41 in the flight search panel.

DIRECTIONS

By Air

Victoria's International Airport is a 30-minute drive from downtown Victoria and approximately 17 miles (27 km) from Fairmont Empress.

Driving Directions from the Victoria International Airport:

- Proceed south on Hwy 17 from the Victoria International airport.
- Hwy 17 becomes Blanshard Street at the city limits of Victoria.
- Continue south on Blanshard Street.
- Turn right on Belleville Street.
- Continue on Belleville Street for two blocks.
- Turn right on Government Street.
- Fairmont Empress is located at 721 Government Street.

Taxi Service from Airport

Rates: \$55.00 to \$60.00 CDN one-way between airport and hotel.

YYJ Airport Shuttle Service from Airport

Tel: 778 351 4995

By Sea

Regular, frequent ferry and high-speed catamaran service connects Vancouver Island to the mainland of BC and Washington State.

Driving Directions from BC Ferries' Swartz Bay Terminal:

- Proceed South on Hwy 17 from Swartz Bay terminal.
- Hwy 17 becomes Blanshard Street at the city limits of Victoria.
- Continue south on Blanshard Street.
- Turn right on Belleville Street.
- Continue on Belleville Street for two blocks.
- Turn right on Government Street.

Rental Car

Budget Victoria is located across the street from Fairmont Empress.



CANADIAN AERIAL
APPLICATORS ASSOCIATION

2020 AGM, CONFERENCE & TRADE SHOW

FEBRUARY 20 - 22

VICTORIA, BC

#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

PRELIMINARY SCHEDULE

THURSDAY, FEBRUARY 20, 2020

7:00 am - 8:30 am	Registration
8:30 am - 9:30 am	Pratt & Whitney Canada Session
9:30 am - 10:30 am	Education Session with Aircraft Session
10:30 am - 11:45 am	Exhibits Open
12:00 pm - 1:30 pm	Keynote Luncheon
1:30 pm - 2:00 pm	Exhibits Open
1:30 pm - 4:30 pm	Spouse Program
2:00 pm - 4:00 pm	CAIR Safety Seminar
4:00 pm - 8:00 pm	Icebreaker Event with the Exhibitors
9:00 pm - 1:00 am	CAAA Lounge (2 beverage tickets provided)

FRIDAY, FEBRUARY 21, 2020

7:30 am - 8:30 am	Breakfast
8:30 am - 10:00 am	CAAA AGM
10:00 am - 10:30 am	Exhibits Open
10:30 am - 11:30 am	Bayer CropScience - Kerran Clements - A new way of farming, generating Bushels and Gigabytes
11:30 am - 2:30 pm	Exhibits Open with Lunch
2:30 pm - 3:30 pm	Transport Canada - Doug Parker, Flight Standards Inspector - CRM Overview
3:30 pm - 4:30 pm	Case Study for CRM - Cody Rockafellow
6:30 pm - 7:00 pm	Reception
7:00 pm - 10:30 pm	Banquet and Auction
10:30 pm - 1:00 am	CAAA Lounge (2 beverage tickets provided)

SATURDAY, FEBRUARY 22, 2020

8:30 am - 10:00 am	CAIR AGM with Breakfast
10:00 am - 12:00 pm	PAASS Program - Darrin Pluhar

2020 CAAA PROGRAM WILL INCLUDE PAASS PROGRAM FROM NAAA

The CAAA will be holding a condensed PAASS program in Victoria. The PAASS program is an initiative of the NAAA and we are excited to present to the Canadian members.

NAAA President, Darrin Pluhar will be working with Scott Bretthauer of NAAA and NAAREF to put the program together which would include the work Fran de Kock has done to provide video on the subjects of dumping and landing with a load. Also included will be a segment on some mechanical and controlled flight into terrain (CFIT) accidents where the pilots involved analyze what happened and how they responded. Lastly, this session will cover some spray application data generated from various Operation SAFE pattern checks that specifically look at the effect shortening the boom has on swath width, efficacy and drift.

CAAA 2020 MEMBERSHIP RENEWALS

Beginning in 2017, the CAAA together with the AAAA, SAAA, MAAA, and ECC launched a new membership renewal system to make your membership renewal simpler and easier. The new renewal system allows you to renew online, in one transaction, not only your CAAA membership but one or more provincial or regional memberships as well. This system will continue for 2020. To renew in one simple online transaction, go to the website at store.canadianaerialapplicators.com/annual-dues/new.

Online renewals opened December 1st. Renewal forms will only be sent by mail upon request.

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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AN OLD DOG CAN LEARN NEW TRICKS— LEVERAGING A GROWTH MINDSET IN AVIATION

DAVID DONALDSON, GREAT LAKES GLIDING CLUB, DECEMBER 16, 2019

Reprinted from *Transport Canada's Aviation Safety Letter*

Back in 2016 I had the great pleasure of interviewing Chris Hadfield for a two-part article in *Free Flight* (2016/2 & 2016/3). Among the lessons that came out of that experience, for me, was the need to revisit and relearn my lessons. Oddly enough, an important function of our brains is to forget. You may often find that when you debrief a student after a flight or read an accident report, there are irrelevant details that cloud the issue, preventing the relevant data from coming forward. Forgetting allows us to let go of information that is irrelevant, wrong, or no longer useful, making way for corrections and the very important relevant information.

This very important function does have a down side, when we forget those important and relevant details. So how does our brain choose which items to keep and which to discard? There are two main criteria: relevance and frequency. Let's take a look at them separately.

Relevance. Picture yourself taking a formal training course to learn some new software. The instructor is passionate about the software and obviously knows their stuff; however, they like to show you all manner of neat features that you will not use. One's natural reaction is to disengage from the training, and, in effect, forget the non-relevant items.

A training program that I deliver is a five-day intensive preparation for a technical exam and the material is a cure for insomnia. My secret weapon to retain engagement in the class, and enable learning, is a simple phrase: "for the exam." As learners we continuously and unconsciously ask ourselves, "Is this relevant to me?" If I, as an instructor, want any chance for my lessons to be accepted and digested, I need to ensure that those lessons are relevant to the student, not the instructor.

In the scenario of an intro/guest flight we want to show students all the details, all the instruments, how the controls work, and how to execute a coordinated turn. These are all important and relevant details to the pilot, but not to the Sunday afternoon bucket-list passenger who wants to see the fall colours from 2 000 feet (ft) and take pictures. A simple question before you start, "What do you want?" will quickly let you know the type and extent of the briefing required.

Frequency. The concept of recency is now being applied in the world of aviation safety. In the glider world, we have, for many years, advocated spring checks. The benefits are to bring those lessons of how to fly back onto the top of one's mind. Over the winter break, as we do not practise those skills, our brain naturally culls: "Not using those skills? I will allow them to drop to a lower level or even forget them." One of the bear traps of spring checks is that it is our cognitive function that degrades, not our physical skills. Basically, we hop back into the cockpit after our long winter's nap, operate the controls, execute smooth, coordinated turns, and land safely. We are good to go.

Meanwhile, it is the cognitive skills, perception, and decision making that are the skills that truly degrade. An effective spring refresher should include not only the physical ("Can you operate the controls?") but the mental as well ("How are you going to deal with this situation?"). A study in 2010, titled *Enhancing Aeronautical Decision Making through Case-Based Reflection*, illustrated how we can better teach decision making by reflecting on case studies.

In effect, this is what we are doing when we share our stories over a drink after a good day of flying. Who knew hangar flying served such a great benefit? In the context of spring checks, a discussion of various scenarios prior to getting into the cockpit will do a world of good to help you safely transition back into the air. Many clubs have instituted a mandatory spring safety briefing—not

a flight check, an on-the-ground discussion. At Great Lakes Gliding, we host ours in late March, before the flying season starts, to help folks get their heads back in the game, and yes, it is mandatory.

While that is well and good for the student, after all, as the saying goes, you cannot teach an old dog new tricks. Recent advances in the study of neuroscience are changing our understanding of brain plasticity. We used to think that as adults, our brains were fixed and could not change or grow new pathways, and in effect, could not learn. We now know this is not the case.

Carol Dweck, in her seminal book, *Mindset*, describes two basic mindsets: fixed and growth. A fixed mindset is one that relies on talent and opportunity. In simple terms, a fixed mindset says, "I cannot play basketball." A growth mindset says, "I cannot play basketball, yet." A growth mindset is one that is open to, well, growth—one that accepts that it does not have all the answers and that there is always lots to learn.

The good news is that mindset is a choice. The fixed mindset can be used as an excuse ("Oh, I can't do that, I don't have the talent.") whereas a growth mindset recognizes that talent makes a particular task or activity easier for some, but pretty much anyone can get there with enough training and practice. This concept was popularized in Malcolm Gladwell's book *Outliers*, in which he proposes that there is a formula to success. The outliers, the Michael Jordans, the Bill Gates, the Yo-Yo Mas are not a result of talent, but a combination of passion, opportunity, and practice. Yes, practice. In Gladwell's assessment he puts out the number of 10 000 hours (hr) of practice (a depressing thought for a sub-1 000-hr pilot), but there is lots of practice we do outside of actual flight time, thankfully.

At a Transport Canada safety seminar, the crowd was asked to raise a hand if they were a student pilot. Dean raised his hand. How many hours?

4000 was the answer. Dean, a commercial pilot and Level 1 glider instructor, identified himself as a lifelong student—a perfect example of the growth mindset. While he did acknowledge that he knew a lot and has great skills, he sought continued learning. That continued learning does not have to be in the form of the next rating. Flying and soaring, to a greater extent, is a continuous journey of learning and discovery. We need to look at this world through a lens of humility and wonder: humility to accept that new data and wonder to spark our curiosity to seek it.

So, what about the classic 200-hr pilot? In the world of power flying, this is a statistical danger zone. The pilot has earned their licence, has some experience, and starts to think they know it all. This is called the Dunning-Kruger effect, a cognitive bias where people overestimate their own abilities based on a limited understanding. In a study of drivers, 88% of U.S. drivers and 77% of Swedish drivers rated themselves as safer than the average driver. Hmm...

I think it is safe to say we have all fallen victim to this bias; I remember a young Air Cadet who received his licence on his 17th birthday. I realize just how little I knew all those years ago. This is where humility comes in. In my Interview with Jan Juurlink (Free Flight 2016/1), a retired military fighter pilot and Canadian National Soaring Record holder, he rated each one of his landings. "I never gave myself a 10. Lots of 9s, some 5s." All I ever saw was 10s, and now I realize that it was Jan's humility to accept that he was not perfect that was key.

I saw a high-time, experienced pilot take-off in an SZD-55 one day. The wing dropped, and he put in full aileron to pick it up. After he had landed, I asked him about this. He swore up and down that he had used rudder and not aileron and lamented that this was just a reality of this airplane. It took a little convincing, but he reluctantly accepted my observation. I watched his next takeoff, and this time, when the wing dropped, he kicked rudder and levelled the wings much faster. He had forgotten the lesson; our conversation brought it

back to the surface, but it was not until he had had the humility to accept his error that he was able to correct his actions.

We all make mistakes. Having the humility to accept that, to recognize that we can and should still learn and grow, is something I aspire to and, well, these are the pilots I enjoy flying with. Fly safe.



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FEDERAL COURT RULES IN FAVOUR OF THE PEST MANAGEMENT REGULATORY AGENCY'S AUTHORITY TO SET PHASE-IN PERIODS FOR AMENDED PESTICIDE REGISTRATIONS

CROPLIFE CANADA, DECEMBER 19, 2019

CropLife Canada is pleased with the recent ruling from the federal court that stands firmly in support of the Pest Management Regulatory Agency's (PMRA) authority to set phase-in periods for amended pesticide registrations. This is a win for modern, sustainable agriculture in Canada.

The legal case, which was brought forward by a number of activist groups – the David Suzuki Foundation, Friends of the Earth Canada, Équiterre and Wilderness Committee – challenged the PMRA's authority to set reasonable timelines for the implementation of label changes for a pesticide following a re-evaluation or special review decision. The impracticality of what these groups were suggesting demonstrates their lack of understanding of the scientific regulatory process and their disregard for Canada's agricultural and food systems.

The groups who filed this lawsuit have a long-standing history of opposing advances in modern agriculture. They are unhappy that the science continues to demonstrate the safety of pest

control products and are now trying to use the courts to create an unworkable system that prevents farmers from using modern and effective pest control tools.

The case was never about health and safety but rather about process. The PMRA already has the ability to expedite a phase-out of a pesticide if it determines there is an imminent and serious risk to human health or the environment.

Without providing any benefits to Canadians, a result in favour of the plaintiffs would have handcuffed Canadian farmers by imposing immediate changes to use patterns for pesticides without consideration of the disruptions this would cause for businesses and farmers, and the impact it would have on the competitiveness of the agriculture industry in Canada. Some segments of the industry would have experienced immediate removal of tools from their toolbox for which they would have no alternatives.

It would have also created a significant amount of unpredictability in the regulatory system that would have almost certainly driven innovation

away from Canada, costing farmers, the Canadian economy and Canadian consumers as a whole.

The court's ruling confirms that the PMRA can continue to protect the health and safety of Canadians and the environment while at the same time recognizing the practical implications of changing what's available to farmers to protect their crops.

CropLife Canada acted as an intervenor in this case and as such had the opportunity to provide context on the broader implications this decision would have on the industry. We will continue to stand up for modern agriculture in the face of groups who are set on undermining Canada's world-class agriculture system. The reality is that agriculture in this country has never been more sustainable than it is today thanks in part to tools like pesticides. And Canada's world-renowned, science-based regulatory system has a long history of enabling agricultural innovation while protecting the health and safety of Canadians and their environment.

Unsplash - Polina Rytova





CLEANFARMS OFFERING CONTAINER COLLECTION BAGS ACROSS THE PRAIRIES IN 2020

In an ongoing effort to help Canadian aerial applicators and farmers to contribute to a cleaner environment, new in Spring 2020 Cleanfarms will be offering container collection bags, free of charge, across the provinces of Alberta and Manitoba.

The purpose of this initiative is to:

- Provide your members with an easier, more efficient way to collect and transport empty pesticide and fertilizer jugs from the farm to their local municipal collection site, and
- Encourage aerial applicators to recycle 100% of their pesticide and fertilizer containers

The container collection bags have traditionally only been available across the province of Saskatchewan. After receiving many requests from retailers, growers, and applicators in the neighboring provinces, this tool is now available across all prairie provinces. Each bag holds approximately 45 jugs.

Aerial applicators can request a bag from their local ag retailer when product is picked up/ delivered in the Spring. Please note that full bags of rinsed containers are to be returned at their local municipal collection site.

THE CAAA WOULD LIKE TO CONGRATULATE CHIP KEMPER ON HIS RETIREMENT

Chip Kemper recently announced his retirement as Air Tractor Dealer and owner of Queen Bee Air Specialties. This retirement announces the closing of Queen Bee as well. The CAAA would like to thank Chip, his family and Joy Hancock for all of their support of the Canadian Aerial Applicators over the years.

CLASSIFIEDS

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 Canada T9A 2E8 Email: waa@telusplanet.net Website: www.wetaskiwinair.ca

COMMERCIAL PILOT FOR UPCOMING SPRAY SEASON STARTING JUNE 1 2020- SEPTEMBER 15, 2020.

POSTED BY: Roland Air Spray

EMAIL: mike@rolandair.ca

PHONE: 204-745-8484

Applicant Must have the Following: 1. A Canadian Commercial Pilots Licence & Manitoba Aerial Applicators Pesticide Licence. 2. 2500 Hours of Agricultural experience of which 1000 hours must be on Turbine Air Tractor. 3. Must maintain Journey Logs following Transport Canada Guidelines. 4. Must be insurable with up to date medical. 5. Be capable of operating Satloc Bantam GPS or AgNav Platinum System. 6. Proficient in English 7. Accommodations and vehicle provided if required. Wage/Salary: \$60/hr based on 8+ hours a day / 50 hours a week. Possible seasonal bonus based on performance. Workers Compensation provided. Benefit Package available. Do Not Apply unless you meet all of the above requirements. Please email your resume with at least two references to the following address: mike@rolandair.ca Roland Air Spray Ltd. Box 149 Roland MB, R0G 1T0 Fax 204-745-6660 Email mike@rolandair.ca Cell 204-745-8484

PROFESSIONAL AGRICULTURAL TURBINE SPRAY PILOT

POSTED BY: Shaun Kinniburgh

EMAIL: shaun@kinniburghspray.com

PHONE: 403-223-8245

Turbine Pilot Wanted - Kinniburgh Spray Service LTD, based in Taber, AB requires 1 Professional Agriculture Aerial Applicators to fly our Air Tractors 502/802. Term (Full Time Temporary) May 18, 2020 till September 30, 2020 Job duties: -Fly fixed wing Turbine Air Tractor safely and efficiently. -Work with customers and ground crew in a professional manner. -Be available when conditions are optimum. -Perform elementary maintenance and servicing of aircraft -maintain journey logs following Transport Canada guidelines. Certificates Required: -Canadian Commercial pilot's license, -Alberta and Saskatchewan Aerial Pesticide Applicator License, -Valid Category One Medical license. Skills Required: -Min 2500 Hrs Ag Turbine of which 1000 hrs must be turbine Air Tractor, -Proficient in speaking, reading and writing English, -Capable of operating Satloc GPS systems, -Clean Flight Record, -Insurable through our insurance provider. Wages/Salary: \$60/Hr based on 40hr/week, overtime with remuneration. -Wages based on acres sprayed, acres sprayed in season depend upon weather and farm economy. -Workers compensation provided. -Benefits and relocation expenses provided. Email resume including references to info@kinniburghspray.com. Only successful applicants will be contacted. Kinniburgh Spray Service Ltd Taber Airport Box 4361 Taber, Alberta, Canada T1G 2C8

4 PROFESSIONAL TURBINE AG PILOT

POSTED BY: Clayton Air Service Ltd
EMAIL: applyclaytonairsk@gmail.com
PHONE: 306-497-7401

Clayton Air Service Ltd is seeking 4 Professional Turbine Ag Pilots for the 2020 spray season. Will be Flying Newer Model Air Tractor 502B Requirements for position: Must be committed to entire season, or have made and agreed to prior arrangements. 4 positions from May 25, 2020 to September 21, 2020 Turbine experienced pilots will be given preference, based on hours and experience, 1000 hrs being a valuable experience target. Training, mentorship and/or apprentice program will be considered for the right individual. Provincial pesticide licences are an asset. Job duties are completing aerial application on fields across Saskatchewan and occasionally other provinces. Current Aviation medical Strong ability to adapt to changing situations and maintain a positive attitude with customers, co workers, and supervisors. Strong communication and problem solving skills. Proficiency in English reading and writing. Capable of operating Satloc guidance systems or equivalent. Must be insurable through our insurance company. Accommodations and vehicle provided during employment Wage \$50/hr, 40 hr/week Bonuses based on performance, workers compensation provided. Accommodations and vehicle provided. Contact: Clayton Rempel Clayton Air Service Ltd Box 87 Leask SK S0J 1M0 Phone 306-497-7401 Fax 306-466-9994 Email: applyclaytonairsk@gmail.comrolandjenson@hotmail.com

SPRAY PILOT WANTED

POSTED BY: Prairie Dusters
EMAIL: prairiedusters@gmail.com
PHONE: 204-796-1513

Commercial Ag Pilots – Turbine Engines – two positions available Seasonal - 4 months: June 2020-Sept 2020 Wages: \$50 p/hr Hours of work: 8+ hours a day / 50 hours a week Duties to include safe operation of a turbine engine, calculation of loads and planning to conduct aerial spraying in a safe professional manner. We are looking for people to become part of a team environment, willing to work with others inside the company. Must be willing to work long hours. Minimum Requirements: - Commercial pilots License with minimum 1000 hours Ag. Experience. - Manitoba & Saskatchewan Pesticide License or willing to acquire prior to season. Transportation / Travel Information - Willing to travel - Valid driver's licence Work Conditions and Physical Capabilities - Fast-paced environment - Work under pressure - Physically demanding - Manual dexterity - Attention to detail - Sitting for long periods. - Combination of sitting, standing, walking - Large workload - Tight deadlines Work Location Information - Rural area - Staff accommodation may be available - Various locations Skills Required - Effective interpersonal skills - Team player - Excellent oral communication (English) - Excellent written communication (English) - Client focus - Good judgement, values and ethics - Organized - Must be insurable through our insurance company

3 PROFESSIONAL TURBINE HELICOPTER AG PILOT

POSTED BY: Clayton Air Service Ltd
EMAIL: applyclaytonairsk@gmail.com
PHONE: 306-497-7401

Clayton Air Service Ltd is seeking 3 Professional Turbine Helicopter Ag Pilots for the 2020 spray season. Will be Flying Jet Ranger or AS350 Requirements for position: Must be committed to entire season, or have made and agreed to prior arrangements. 3 positions from June 10, 2020 to September 30, 2020 Turbine experienced pilots will be given preference, based on hours and experience, 1000 hrs being a valuable experience target. Training, mentorship and/or apprentice program will be considered for the right individual. Provincial pesticide licences are an asset. Job duties are completing aerial application on fields across Saskatchewan and occasionally other provinces. Current Aviation medical Strong ability to adapt to changing situations and maintain a positive attitude with customers, co workers, and supervisors. Strong communication and problem solving skills. Proficiency in English reading and writing. Capable of operating Satloc guidance systems or equivalent. Must be insurable through our insurance company. Accommodations and vehicle provided during employment Wage \$50/hr, 40 hr/week Bonuses based on performance, workers compensation provided. Accommodations and vehicle provided. Contact: Clayton Rempel Clayton Air Service Ltd Box 87 Leask SK S0J 1M0 Phone 306-497-7401 Fax 306-466-9994 Email: applyclaytonairsk@gmail.com



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2019 502XP In Canada C-GXPN, ferry time only. Stainless Steel spray system, Transponder, comm, FM, Bluetooth audio panel, am/fm/xm, imported awaiting GPS install.**Call Dave for Pricing**

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WANTED: 1 TURBINE AGPILOT

POSTED BY: Troy's Flying Service

EMAIL: t.rex75@hotmail.com

PHONE: 306-327-8600

roy's Flying Service., requires 1 qualified commercially licensed Professional Agricultural Turbine Aerial Applicator for the 2020 season to fly an 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. EMPLOYMENT TERM: Seasonal: Full Time from approximately May 15, 2020 to October 15, 2020: Year round work would be available to the right applicant. APPLICATIONS ACCEPTED THRU EMAIL. Or call Troy at 306-327-8600

TURBINE THRUSH FOR SALE

POSTED BY: Roland Jenson

EMAIL: rolandjenson@hotmail.com

PHONE: 306-867-7725

For sale 1979 thrush TTAF 6,739 TTE 1100 Cascade firewall forward Walters 601(2012) Hatfield fuel system 192 gals 400 gal hopper Satloc G4 with fow control, AC. Much more. Call Roland 1-306-867-7725 rolandjenson@hotmail.com

2009 502B

POSTED BY: Roland Jenson

EMAIL: rolandjenson@hotmail.com

PHONE: 306-867-7725

2009 502B, PT-34A TTSN 2400, TSPO 245 2019, annual done, G4 with flow control, atomizers, lane brake, auto panel, dual comms, txp, 496, stereo. Open to offers

JOURNEYMAN AME NEEDED

POSTED BY: Roland Jenson

EMAIL: rolandjenson@hotmail.com

PHONE: 306-867-7725

AME position available at Cloud 9 Airspray Ltd Outlook Sask. Excellent wages and Benefits contact roland for more info. Rolandjenson@hotmail.com 1-306-867-7725

1970 CESSNA AG-WAGON

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, weathero 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. Rolandjenson@hotmail.com. 1-306-867-7725

1975 CESSNA AG TRUCK BONNAIRE 550

POSTED BY: Dustin Spence

EMAIL: dustin@bonnyvilleair.com

PHONE: 780-812-5365

The aircraft is going through its annual now at Murry's Aircraft Repair. At annual they are installing new spark plugs, new main tires/tubes and new brake pads, plus going through the engine/airframe extensively. Also about 25 hours ago we installed a new alternator. You can contact Candy at 1 403 648 8910 (Murry's Aircraft Repair) to view the annual work they are doing. It's a fast flying aircraft that hauls a good load, it sprays at 135 - 145 mph. 1975 Cessna Ag Truck with Bonaire conversion (Continental IO- 550D), Hartzell 3 bladed Propeller, Knisley Exhaust, Chrome Spinner, Robertson Stall with droop flaps, Satlock Bantam GPS, IF Flow Control, smoker, VHF, G5 Artificial Horizon, New Spare Cylinder, LED Nose Lights, 660 Garmin GPS, Spreader, hydraulic nozzles setup for 1 - 4 gals per acre, summer mod, winter mod. It's a true turnkey aircraft. Put your pilot in it and go to work. Always commercially registered since new. I'm the second owner, Bob Hill owned it since new. All Logs since new. NO Damage History. \$225,000.00 CDN Plus GST Cessna Ag Truck 8172 TTAF, 595 Engine IO-550D SNEW, Propeller 925 3 blade Hartzell Email for Pictures and Status Sheet.



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1973 AND 1975 CESSNA FOR SALE

POSTED BY: Forest Protection Limited
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.

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: 307.9 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

1995 AIR TRACTOR 401B 750HPTURBINE

POSTED BY: Stephan Gamache
EMAIL: prairievalleyairspray@gmail.com
PHONE: 204-731-0405

1995 AT-401B, TTAf 5024, GE(walter)-M601E-11 750hp turbine 1737hrs SMOH, Avia Prop 67hrs SMOH June of 2019, SATLOC Bantam GPS w/flow control, VHF, XPDR, Rinse hopper, Smoker, Vg's, CP 11's, new tires 2019. Excellent bird that performs & fly's like a dream. \$325,000 Call 204-731-0405

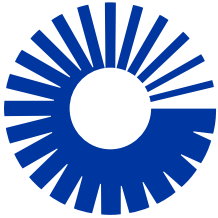


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