

Vol. 26 No. 2 | Summer 2018



NEW HORIZONS

NATIONAL NEWSLETTER



AIR TRACTOR

Announces New Dealer for Canada p. 13

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President Message

Mike Alarie
President, CAAA

It is hard to believe we are nearly half way through the 2018 calendar and another spray season is upon us. So much has happened this past year and I guess it should be no surprise that time seemed to fly. Once again for many of us, the start to the spray season will begin with the spruce budworm projects in Quebec and New Brunswick. Over four-dozen turbine powered Air Tractors and Thrushes from the prairies will make the trek eastward to provide air support for our friends out east. CAAA continues to work on a number of issues. The following is merely a sample of the many active files on hand that are worthy of further details.

At the recent CAAA Conference in Winnipeg, Shauna Prokopchuk, Shara Tardif and I had the opportunity to spend some time with the honorable Minister of Agriculture, Ralph Eichler -- an affable man with a good sense of humor. Although it was only for a brief time, the Minister was receptive and engaged as we shared some of our industry concerns. One of these concerns was the carbon tax. Further discussions with the Minister and the MAAA President David Frisch would soon bring positive results. Several weeks later, a directive would come into effect exempting the aerial application industry in Manitoba from the carbon tax.

Over the winter months, numerous media publications wrote stories about the dispersal of crop protection products with UAV's. The company promoting the use of these drones did receive an SFOC from Transport Canada. However, the operator was not aware of other regulatory requirements he would need to satisfy prior to dispersing crop protection products. CAAA made a request to PMRA to publicize their position concerning the dispersal of pesticides with UAV's. A statement from the regulator followed on May 14, 2018. According to the Pest Control

Products Regulations in Canada all pest control products, including limitations and procedures to reduce associated risks of the product, must be clearly indicated on the product label. Currently, no label amendment application for the use of drones in applying pest control products has been submitted for approval in Canada. Individuals interested in using drones to apply pest control products must first submit a label amendment application to PMRA, along with sufficient data to characterize the hazards and risks associated with their use. In view of that, drones are not permitted to disperse crop protection products in Canada at this time. The new Flight and Duty Times Regulations will be published in Canada Gazette II by July 2018. The diligence of all past and present board members who worked on this file and their commitment to educate Transport Canada has benefitted CAAA members greatly. I am so thankful to CAAA for working so hard in making the case to exempt our industry from these onerous regulations. Failing that objective would have had far-reaching implications, exacerbating the pilot shortage we face today. CAAA concluded it would require an additional 35-40% more pilots to

perform the same workload today. CAAA continues to engage TC toward the development of a Tower database. Shara Tardif attended a workshop focused on providing industry input concerning the pilot shortage. The Association staff is already fully engaged in preparation for the fall, winter board meetings and the 2019 CAAA conference in Montreal. As CAAA strives for the continuous improvement in the various modes of our industry sectors, our mandate to meet the professional demands of members remains unchanged. In closing, I ask that we all take a moment to remember our colleagues who we lost to an illness or an accident in the past year. Consider how life is precious and fragile. Never forget the greatest gift you can ever give your family and loved ones is your safe return home each and every day from your workplace. Please fly safe as I wish everyone blue skies, tailwinds and a prosperous 2018 season.



Executive Director Message

Shara Tardif
Executive Director, CAAA

The 2018 spray season is upon us, and I wish everyone a safe and successful season. I hope everyone likes the CAAA rebrand as we continue to move the association forward in this digital age. We are always looking for photos to share in our marking material so please share any fantastic images you may have with the office.

At the CAAA AGM, one of the main concerns raised by members circled the Temporary Foreign Worker (TFW) Program, and the programs disconnect to our highly specialized industry. As can be seen in the graphic below the agriculture industry in Canada has steadily relied on the TFW Program and in an effort to meet the needs and requirements of the Canadian agriculture industry. The Canadian government is conducting a review of the Primary Agriculture stream of the TFW Program. While the aerial

application industry is not currently part of the agriculture stream, the results of this review will hopefully advance the goal of including aerial application in the Primary Agricultural stream and streamline the application process.

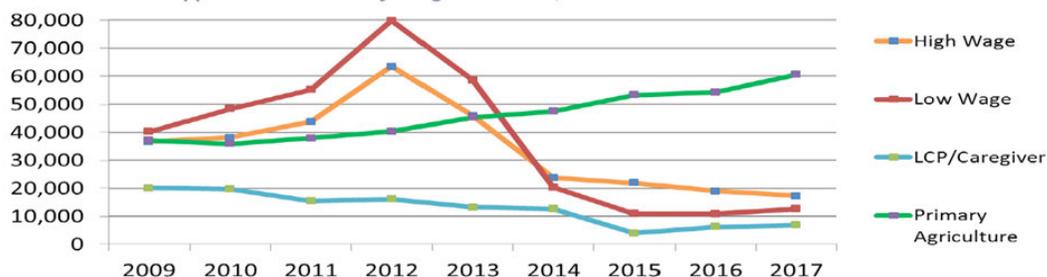
The Primary Agriculture review is focused at making sure the TFW Program is meeting the needs of the agriculture industry in Canada by listening to stakeholders across the country and ensuring all agriculture industries have a voice and are represented in their findings, reports to the associated government agencies, and future changes to the Program. In working to ensure our industry is represented in this review and our concerns are addressed; I attended a meeting in Regina hosted by the TFW Program.

My goal is to provide a report for the Primary Agriculture review specific to

our industry on the concerns faced by our Operators as to their specific requirements and pain points with the TFW program. Thank you to the Operators that completed the survey sent out a few weeks ago as my report will be based on information gained in this survey.

In addition to addressing the TFW Program, the survey is also focused on the sustainability of the aerial application industry in Canada. It is essential as an association to keep front of mind the viability of our industry and how the CAAA can work towards the continued growth, improvement and success within the Canadian aerial application industry. I wish everyone the best in this 2018 spray season and please do not hesitate to contact the office or me for any matter concerning the CAAA. Fly safe!

Approved Positions by Program Stream, 2009 to 2017



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PROVINCIAL



Alberta

Darren Tiede
President, Alberta Aerial
Applicators Association

The weight of the paper equals the weight of the airplane so it must be go time! In Alberta we are all eagerly waiting for the big rain to start us off on the right foot, so far not enough to be excited about in a wide

area of southern Alberta...here's hoping! Sounds like everyone is ready to go. Have also heard Transport Canada have been active as it pertains to us. PVI's and also TC Aviation OH&S scheduling visits to operators. So far, they seem sympathetic to scheduling outside of our peak busy times. If any operator has had a visit or conversation about one, it would be appreciated if you shared feedback to a board member or Shauna. They have

been invited to attend our November meeting hopefully they will accept. Certainly, would benefit both sides to better understand each others issues. The agenda for the 4A's November meeting is nearly set and it looks like a good one, stay tuned for more info. Best wishes for a safe and busy season. As always if something "crops up" that you think the 4A's can assist with please feel free to get in touch.



Saskatchewan

Ted Anderson
President, Saskatchewan Aerial
Applicators Association

The SEAT Program in Saskatchewan will be implemented this summer, the SAAA has attempted to establish such a program in the past without success. Former SAAA member Fred Bradshaw who has served in all capacities on the SAAA board over the years who is now

MLA for Carrot River has persevered to get the support of the Government to make it become a reality. Twenty-Six pilots were trained by Queen Bee Air from Rigby, Idaho in February, Chip Kemper volunteered to provide the training along with two of his instructors. They will return in the fall or winter to train the growing list of pilots wanting the training which was numbering twenty-one shortly after the training session in February. The number of companies having SEAT operations added to their

Operating Certificates and Operations Manuals is six or seven and is growing giving good coverage of Southern Saskatchewan. SEAT Operators will be dispatched through the 911 system at the request of Fire Departments. The Media have approached some Operators about the development of this program, we have been cautioned by the EMFS, Ministry of Government Relations that we all need to use the same language when approached by the Media.

- SEAT BASIC BACKGROUND
- The Single Engine Aircraft Tanker (SEAT) program was launched by the Government of Saskatchewan in 2018. The program is managed through the Ministry of Government Relations.
- SEAT facilitates the training of Saskatchewan aerial applicators to learn how to safely respond, if requested, to a wildland fire.
- SEAT's role is to provide the option of a quick-action attack from the air to help fight a wildland fire, as the aircraft used by aerial applicators carry a water supply.
- SEAT is envisioned primarily for use in central and southern Saskatchewan during wildland fires to assist local firefighting services, which is typically the responsibility of local municipalities.
- The cost of SEAT resources will be the responsibility of the requesting organization.
- Ministry of Environment aircraft will still be used to fight wildfires on forested Crown land in primarily northern Saskatchewan.
- About 26 pilots from the Saskatchewan Aerial Applicators Association have been trained under the SEAT program.
- Protocols to dispatch SEAT aircraft when needed are being finalized.
- SEAT expects to be fully operational by later this summer.

The drought conditions that have prevailed since last year have brought Wildland fires to the forefront with the extreme fire hazard. Hopefully the much-needed rains will return to alleviate the situation and relieve the crops to bring us a bounty harvest. Have a safe and successful season!

AL REPORTS



Manitoba

Dave Frisch
President, Manitoba Aerial
Applicators Association

The 2018 crop is once again in the ground with many crops being planted in record time, but some early canola in the area has been replanted on account of a mixture of frost, windy conditions, and flea beetles. Now that planting is finished many growers in the area are hoping to have a few timely rains for even emergence. For many operators the season has already begun with many aircrafts from across the Prairies and western Canada making Quebec their home once again for the next month. The Spruce Budworm program is once again growing which requires more aircraft to fill positions. Many operators have several aircrafts away from home,

which can leave airpower at home a little lean, hoping the contract finishes on time.

This leaves the question in our industry as to who will fill the seats of the additional aircrafts brought into Canada. A mentor once told me that you "Invest in someone who invests in you". Over the last several years I have lived by that advice, and with amazing mentors both young and old, I have begun to try and fill the void of new pilots in my operation from in house. It's a daunting and stressful task at times, but with the tools our industry now has, that we did not have in the past, it has made this much easier. I remember the

first field I sprayed in a Piper Pawnee -- I was sent out with no guidance and no training. It's a good thing our motto back then wasn't "guaranteed no tracks" because I left tracks! Now our industry has the GA-200, 504, dual control Thrush and reputable training facilities to help train and shape our next generation of pilots. It seems the school of hard knocks has passed us by with mentorship, recurring training, and safety being key elements in our industry.

Let's all do our part to promote safety and pass down our knowledge to our next generation, they are our future. Fly safe!



ECC

Paul Zimmer
President, Eastern Canada
Chapter

Trust all is ready for a busy 2018 aerial application season. Here in the East the Spruce Budworm aerial application programs are well under way but unfortunately the weather has slowed the progress of the larvae with block opening progression moving slowly. The crappy, windy, weather has made it quite difficult to get even the limited number of open blocks done. Some aircraft on line since May 28th, calibrated and ready to go, have been idled without

one load applied as of this date, June 10th. Let's hope the weather improves drastically on the back end of the program or this year's program will not be completed.

It does demonstrate that Mother Nature is and always will be the dominant factor. Hopefully she will see clear to give a break so we can complete our work and make the 2018 program a success.

This May in Ontario, we had the opportunity to get a firsthand look at how the Unmanned Aerial System (UAS) market might fit into, or possibly selectively replace the aerial application industry. The City of Toronto had some small areas with Gypsy Moth infestations and the City decided that using an aerial applicator would be overkill and expensive so they contracted a UAS operator to apply Foray 48B to those affected areas. It appeared things were going along OK until the PMRA made a ruling that the use of a UAS to apply pesticides does not fall under the definition of "Aerial Application", the rules under which we currently operate. Using that as

the test case it would appear that all pesticides will need to have labels changed to specifically include UAS if they are to be applied legally. The challenge here will be for the Pesticide Manufacturers to open up these labels to include UAS applications. As label amendments are not cheap, are time consuming, and the potential for additional profit for the manufacturers is minimal, I do not see a great deal of enthusiasm to add UAS to the label. There will inevitably be some studies required to support those label additions and if UAS operators want to apply pesticides at substantially lower water rates, which they will, efficacy will have to be demonstrated. Currently we are required to meet many parameters including droplet spectrum requirements, and specific label rates per given area. UAS applying pesticides will also have to meet specific criteria.

Looks like a topic for the CAAA Board and the PMRA at the fall meeting in Ottawa.

Finally, with the G7 closing up on the North Shore of Quebec and

the Canadian bashing going on by President Trump I think it is time you start letting your American suppliers know that as Canadian consumers of their products, we are not happy. We all have heard about the 270% tariff on Dairy and how unfair that is, as well as our tariffs on other US agricultural products. I am not a proponent of supply management but we do not hear about the \$20 to \$25 Billion that the US federal government subsidizes their Agri-industry each and every year in the US for no other reason but to appease their strong lobby groups which provides an unfair advantage to their growers over ours. Could you imagine being paid to not plant a crop? Thanks Uncle Sam!

For the first time in my life I am trying to avoid buying a US manufactured good if there is an alternative from home, or buying through a Canadian vs. US supplier, or purchasing from another country. I have completely removed Californian wine from my shopping list so you know how serious and committed I am. Have a great and safe season.

CAAA is going to Montreal in 2019!

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

HOTEL BONAVENTURE - AN URBAN OASIS

In the heart of downtown Montreal, The Hotel Bonaventure Montreal is a true urban oasis. Located over the top two floors of the Place Bonaventure, a 17-storey commercial and business complex, the hotel combines the benefits of a working environment and a resort. An architectural gem in terms of judicious space planning, The Hotel Bonaventure Montreal offers first-class conference rooms for organizing large and small meetings,

exhibitions, conventions and weddings. Offering 397 spacious rooms including 5 luxurious suites, with stunning views of the gardens or the city. All rooms at the hotel have an ergonomic work area and free high-speed Internet access. Energise in the outdoor heated pool all year round surrounded by 2.5 acres of beautiful gardens or sample one of our chef's creations at the Kube Restaurant; Every opportunity is good to enjoy the

services offered.

The Hotel Bonaventure Montreal is a true Garden of Eden overlooking the bustling streets of the city. Connected to the underground city, Central Station and the business district, Old Montreal, and major attractions, this hotel is the perfect place for your next stay in Montreal.

The CAAA has negotiated a room rate of \$179.00 for single or double occupancy. Rooms can now be reserved online at: bookings.ihotelier.com/bookings.jsp?groupID=2239637&hotelID=97993

2019 CAAA AGRICULTURAL AVIATION SCHOLARSHIP

Presenting 3 separate scholarships for 2019 courtesy of CAIR, Thrush and Adama Canada

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

1. Entrant must be sponsored by an CAAA Operator.
2. Prior CAAA Agricultural Aviation Scholarship winners are not eligible.

SPONSOR

1. Each applicant must be sponsored by an CAAA Member Operator.
2. 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, 2018



**CANADIAN AERIAL
APPLICATORS ASSOCIATION**

2019 AGM, CONFERENCE & TRADE SHOW

FEBRUARY 21 - 23

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#CAAA2019

The Canadian Aerial Applicators Association 33rd Annual General Meeting, Conference & Trade Show is set to take place at the Hôtel Bonaventure Montréal. 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

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

CAAAA AWARD

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, 2018. The awards will be presented at the CAAA convention in February 2019.



THE FOLLOWING SIX NOMINATION CATEGORIES ARE:

1. AWARD OF EXCELLENCE

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

2. 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

3. THE ACE AWARD

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

4. THE JUMPSEAT AWARD

Past Recipients: 2017 Jonair – David Frisch, 2016 Farm Credit Canada, 2015 Kevin Chorney – Bayer CropSciences, 2014 Battlefords Airspray, 2013 Univar Canada, 2012 Bayer Crop Sciences Canada

5. THE MVP AWARD

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

6. THE CAAA PILOT OF THE YEAR AWARD*

Past Recipients: 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, 2018 to be eligible.

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
Wayne Silzer	Operator/Farmer	Bus: 306-598-2033	Cell: 306-231-7109



A few thoughts about pilot complacency

James Wisecup

Assistant Chief Pilot – Air Methods Corp., Director – Helicopter Association International

Republished from United States Helicopter Safety Team, ushst.org

“People look at “Complacency” as an active process. In other words, you are a bad person if you are complacent. It must be something that you are aiming to do – – to be complacent.”

Instead of “complacency,” I think of it as becoming “de-sensitized.” And I can see this happening to me and to those around me. We start out with everything black and white, with a very narrow line in between. As things go well, we step just a few inches over that line from the white into the black and nothing bad happens. We become somewhat “de-sensitized” by the lack of bad consequences. As time goes by, the thin line becomes a gray area that

we have been in without bad things happening. Then this gray area gets bigger and bigger as time passes, until at some point, your whole world is gray. It’s like gaining weight or growing old. It’s not something that we notice every day, but then one day, it’s just there. This gray area gets so big that we don’t notice it – – until something goes wrong. If it is a minor thing, we may narrow our gray area a bit to get ourselves back into the white side.

If it is a horrible wrong, the gray may disappear completely – – if the pilot is still alive to notice. To me, this situation is something I can see happening to me and to those around me as we fly. It’s not the intentional action of complacency. It is the gradual and unintentional crossing of that “line.” The rules are there for a reason. Just my thoughts.



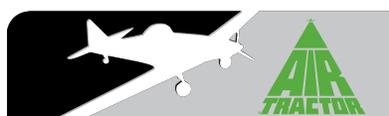
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Air Tractor Announces New Dealer for Canada



PORTAGE AIRCRAFT SPECIALTIES LTD.

OLNEY, TEXAS — Air Tractor, Inc. President Jim Hirsch announced today the addition of a new Air Tractor® dealership for Canada. Portage Aircraft Specialties, located in Portage la Prairie, Manitoba, will serve agricultural aerial applicators across Canada as the authorized dealer for Air Tractor aircraft sales, repairs, maintenance and parts. "We are excited and pleased to have Portage Aircraft Specialties join the Air Tractor family of dealers," said Hirsch. "I am confident they will provide the kind of exceptional service and support that Air Tractor owners have come to expect."

Queen Bee Air Specialties President Chip Kemper, the Air Tractor dealer for the Northwest United States and Canada, and Portage Aircraft Specialties President Dave Frisch, brought the idea to Air Tractor for transitioning the Canadian retail distribution rights for Air Tractor ag aircraft to Portage Aircraft Specialties. After a long process of discovery by all parties the transition has moved forward. The agreement fulfills the goals of all parties involved, remarked Chip Kemper. "Dave and I have had a long and productive relationship for many

years. I think it's going to be terrific for Air Tractor and the Canadian aerial application industry. There will be a service center and large parts stock in Canada, operated by a dealer that is a Canadian. I believe it will be fantastic for Portage Aircraft Specialties and all the Air Tractor customers in Canada. I wish Dave and their staff every success."

Dave Frisch is a long-time Air Tractor aircraft owner. He grew up on a mixed grain and livestock farm in the Manitou area and began his ag flying career in 1999. Frisch serves on the Canadian Aerial Applicators Association Board and is currently the Manitoba Aerial Applicators Association President. He owns and manages an aerial application business as well as Portage Aircraft Maintenance, which opened its doors in 2004 to answer the need for a maintenance facility specializing in the growing numbers of turbine Air Tractor aircraft entering Canada.

"We are proud and delighted to represent Air Tractor agricultural aircraft in Canada. Air Tractor produces a great airplane," Frisch said. "I have flown them for many years. Our maintenance facility has kept Air

Tractor customers flying for thousands of trouble-free hours." Portage Aircraft Specialties has an 8,400 square foot, climate-controlled, state-of-the-art maintenance facility in Portage la Prairie, Manitoba. "We provide a comprehensive range of maintenance and repair services. We are expanding our inventory of Air Tractor parts to provide overnight parts delivery to aerial application operators across Canada," Frisch added.

Air Tractor President Jim Hirsch noted that Canadian aerial applicators are using Air Tractor turbine powered airplanes for fast, efficient applications of crop protection and nutrient products. "Canada has been and remains a key market for Air Tractor. Dave's leadership in the Canadian Aerial Applicators Association and the strong, steady reputation he's earned among his fellow aerial applicators makes me believe that Portage Aircraft Specialties will be an outstanding representative for Air Tractor products." For more information about Portage Aircraft Specialties, visit www.portageaircraft.ca or contact Dave Frisch, President of Portage Aircraft Specialties at sales@portageaircraft.ca or call 1-204-857-4151.

ABOUT AIR TRACTOR

At its Olney Texas manufacturing facilities, Air Tractor produces a line of aircraft that includes 400, 500, 600 and 800-gallon capacity airplanes powered by Pratt & Whitney Canada PT6 turboprop engines. The airplanes are used for agricultural aerial application, fire fighting, narcotic crop eradication, fuel hauling, fighting locust plagues, and cleaning oil spills in coastal waters. From North, South and Central America, to Australia, Indonesia and China to Spain, Italy, Croatia and Africa, Air Tractor aircraft can be found working in more than 30 countries around the world and are supported by a global network of Air Tractor dealers. More information can be found at airtractor.com.



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Adrian Percy

Global Head of Research and Development for Crop Science, a Division of Bayer.

How agricultural innovations are making farming more productive – and more sustainable.

This summer, my family enjoyed our traditional vacation at a beautiful beach in North Carolina. Although my kids are no longer interested in making sand castles, I look back on those memories with great fondness. Building what we thought were magnificent cathedrals of sand was always fun, even though we knew our creation would quickly vanish with the approaching tide.

Back at work, I've been thinking about what it takes to build something that is truly lasting. History's great structures (the pyramids or the Great Wall) naturally come to mind, but if I consider my own company, I have to conclude that it too was built to last. After all, Bayer has managed a successful business for more than 150 years, which is pretty amazing considering that most companies fail within the first few years of their existence. So, what is it about Bayer that defines its longevity? I believe much of it has to do with a constant drive to reinvent itself through a commitment to science and innovation.

Nowhere is the need for innovation excellence more important than in agriculture. To paraphrase the legendary American football coach, Vince Lombardi, 'innovation isn't everything – it's the only thing.' With a rising world population, changing climate, evolving pests, and demands for more sustainable foods, there has never been a greater need for innovation. By 2050, farmers will have to grow 60 percent more food than they do now, all without any significant increases in the amount of farmland. So, how can scientific innovation achieve this?

Fortunately, agriculture has a good track record. During the 1960s, amid concerns of a global famine, Dr. Norman Borlaug started the "Green Revolution" by introducing modern farming practices to

developing countries – saving an estimated one billion people from starvation. Better seed varieties, fertilizers, planters, diagnostics, chemicals (organic and synthetic), applicators, and harvesters have all played a role in making farming more productive. These tools were born from an innovative spirit and help explain why today's average farm can feed a hundred more people than it did in 1950.

With recent innovations in plant breeding, we stand on the threshold of exciting opportunities, using a plant's natural genetic variability to develop new crops quickly and precisely, based on the fundamental processes that have guided traditional plant breeders for hundreds of years. These new methods like CRISPR will help create crops that can better withstand the evolving pressures from insects, weeds, diseases and adverse weather conditions. I've had scientists say that they've never been as excited about anything in their decades of experience as they are about plant breeding innovation. That's the spark of creativity we need for the future.

One reason innovative companies can stand the test of time is because they don't have a "not invented here" mentality. While most businesses excel in certain areas, the best ones are eager to work with others to build on their collective ideas. For example, Bayer and the Citrus Research and Development Foundation recently signed a collaboration agreement to find solutions to Citrus Greening, a disease threatening global citrus production and the juice industry. Florida, the second-largest producer of orange juice worldwide, has seen its production drop by 60 percent over the past decade due to this disease, which is vectored by an invasive insect species. This project will involve the efforts of public and private researchers, as well as the sponsorship of growers and large companies, and is an example of how we must all work together if we are to find answers to tomorrow's questions.

I understand that new technologies borne from novel research can seem a little scary to people who

only want to know their family's food is safe and nutritious. Everyone involved in agriculture wants exactly the same thing, but as I recently discussed, we must better explain, in a way the general public can understand and appreciate, why these innovations are so vital. Most importantly, we need to explain why blindly following the status quo is a recipe for disaster.

For example, innovation in agriculture is not just making farming more productive, it's making it more sustainable, too. While some people conjure up images of "slash and burn" or "dust bowl" when they think about farming, the reality is exactly the opposite. Many people are surprised when I tell them about family farms that have remained productive and in continuous operation for more than a century. These farms aren't exhausting the earth's resources: they're conserving them by reducing soil erosion and water and energy use. They're the very definition of sustainability.

The adage, "less is more" certainly applies to innovative farming practices. New crop protection chemicals, both biologically and synthetically produced, are better at attacking the pest and not the beneficial wildlife so important to biodiversity. Digital farming combines a farmer's expertise with cutting-edge technologies to improve local decision-making and reduce inputs using prescription applications – right down to the smallest footprint of land. It may seem counter-intuitive, but "big data" will actually make farming smaller – more personalized and less "one size fits all."

The land that produces our food is a precious, but limited commodity. Because it will be called upon year after year to feed a growing world, we must do all that we can to protect and nurture it. Unlike the temporary houses of sand that my family built on the beach, innovations in agriculture are helping to ensure that today's farms are truly built to last.



Emphasis on Droplet Spectrum

Dennis R Gardisser
WRK of Arkansas LLC

Sometimes size is a major factor! Pesticide applications are an area where size of the droplets is one of, or maybe the most important, criteria for efficacy and environmental stewardship. Plant or surface physical characteristics, chemical mode of action, timing, weather, application platform, and drift potential are some of the considerations for optimum droplet spectrum selection. A lot of emphasis is placed on application volume. Total volume may not be as important as the optimum droplet spectrum. The term spectrum is used because almost all applications have a range of droplet sizes generated. Fungicide tests were conducted at 3, 5, and 10 GPA. Results indicated that the 5 was better than the 3, but the 3 was better than the 10 GPA. The following year this test was replicated, but additional tests were conducted with the droplet spectrums for the 3 and 10 GPA were also set up with the same droplet spectrum as utilized for the 5 GPA. Test data results were the same for the tests using the previous year's setup. There was no significant difference in the data of the different volumes when the comparison included on the ones with the same droplet spectrum. Several additional studies have been conducted and selecting the optimum droplet spectrum has been key to

performance. There are a huge number of applications at 2 GPA or less. As the application volume goes down, so must the droplet spectrum to optimize coverage. A key point with droplets is that changes in diameter result in a cubed root relationship with the amount of water volume contained. Doubling the diameter results in eight times the water volume. As an analogy, I'm getting ready to take a trip to Africa and I would much rather sit by a person, in coach fare, that weighs 100 pounds than one that weighs 800 pounds! Small changes also matter. A 26% change in diameter doubles the volume in a droplet. Low volumes, with small droplets, require the utmost care. Potential deposition and control of small droplets are affected by evaporation, thermal uplifting from the surface or canopy, aircraft or helicopter aerodynamics, and air movement. Optimum placement along booms is necessary to achieve uniform swath depositions. Any change in air flow on or around an aircraft must be considered such as: belly clutter, fan driven pumps, gear, sumps, wing tip modifications, and application height. Droplet capture efficiencies at Operation SAFE clinics and research deposition studies diminish rapidly as temperatures go up and humidity goes down.

Droplets need to be large enough to overcome thermal and wind effects and settle into the plant canopies. Droplets that are too large reduce coverage potential, especially when low total volumes are being utilized.

All applicators are encouraged to put some witness cards out and observe uniformity across the swath and collection efficiency. This should be done on both types of application surfaces, clean and canopy. The USDA/ARS models are a great tool to get some idea of the expected droplet spectrum from a given setup. This data should be compared to what is actually surviving to be deposited from the release of an actual field application.

Suggested droplet spectrum VMDs, based on field trials are as follows: herbicides - $325 \pm 25 \mu$, insecticides and fungicides - $275 \pm 25 \mu$. Herbicide applications will certainly work at lower micron sizes; but, the 325μ size is 65% larger – providing a bit less drift potential. There are some nozzle types that have droplet spectrums with VMDs around 200μ . These droplets are much lighter relative to the 275μ . It takes 2.6 of them to make one 275μ .

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Information Note Regarding the Use of Drones when Applying Pesticides

The purpose of this information note is to communicate to pesticide users and other stakeholders the requirement for drones or unmanned aerial vehicles to be specified on the pest control product label if this method of aerial application is to be used.

Drones or unmanned aerial vehicles are considered aircrafts by Transport Canada. Transport Canada licenses operators for aircraft operation only (including drones), not for other uses while operating the aircraft. Operators are responsible for meeting other applicable regulatory requirements established by other Government of Canada departments. Drones used for the purpose of applying pesticides represent a new method of aerial application for the Pest Management Regulatory Agency (PMRA). Current references, in PMRA's Directive on aerial application of pesticides refer to the use of fixed-

wing or rotary aircraft and are intended to apply to manned vehicles only (not drones or unmanned aircraft).

Under the Pest Control Products Regulations, directions for the use of each pest control product, including any limitations on its use and procedures to reduce risks associated with that use, must be included on the label.

To date, no label amendment applications for the use of drones for pesticide application have been submitted for approval in Canada. Since the PMRA has not received any data or applications to support the use of drones for pesticide application, the PMRA has not yet characterized the hazards/risks associated with the use of drones to apply pesticides. Parties interested in using this new method of application need to work with registrants who must submit label amendment applications to

PMRA, along with sufficient data to characterize the hazards/risks associated with this use.

Until this information is received, assessed and drones are included on a pesticide label, the use of drones to apply pesticides is not permitted under the Pest Control Products Act.

The PMRA offers a free pre-submission consultation service that provides regulatory guidance to registrants prior to the submission of an application. For additional information on submitting an application to add the use of drones for pesticide application a pre-submission consultation may be requested by contacting the PMRA at HC.pmra.presubs-prealables.arla.SC@canada.ca.

If you have any further questions, visit Canada.ca/pesticides or contact the PMRA's Pest Management Information Service.



Pilots, Planes, & Prep 2018

Pilots, suppliers, dealers, insurance brokers, and friends came from near, like Yorkton, and far, like the United Kingdom, to take part in Yorkton Aircraft Service first Pilots, Planes & Prep event. The event kicked off on Monday May 14th with a presentation from Thrush Aircraft's Kevin Pierce, Customer Assurance and Support. Following lunch, Yorkton's own Doug Ingham facilitated a workshop on Mitigating Risk. Participants were able to discuss ways to minimize potential risk factors for the pilot, the aircraft and the environment. Monday was finished off with a group supper held at the local brewery, Back Forty Brewery.

Tuesday morning was a time for travel and visiting. Those who were already in town were show a walkaround on a Thrush, as demonstrated by Kevin Pierce. Pratt & Whitney's Robin Lavoie would lead a presentation that afternoon. Robin delivered an overview of the PT6A engines as well as some maintenance and power management recommendations. Monday and Tuesday also consisted of a Person

Responsible for Maintenance Control and Quality Assurance training program. Peter Boniface of Canadian Council for Aviation & Aerospace, facilitated this training to a full class of 11.

Wednesday was a day full of Satloc. Zach Jenkins, Satloc Product Specialist, was in town to give a Satloc refresher as well as an update on the latest developments at Satloc. Before the lunch break, Anthonie York of Transland/CP Products gave a quick overview of the products that they have to offer. That afternoon, Zach, Tanner Denesowych & Cheryl Denesowych facilitated a session focused on Satloc in forestry, for those pilots who were headed out to Quebec in the following weeks.

Wednesday also consisted of the installation of the first 4 Blade Prop on a 510P in Canada. We finished the day off with another group supper at Back Forty Brewery.

We kicked Thursday off with a touch of Satloc that covered P Maps & V Rate. Tim Sander joined us from Micronair UK to deliver a session on the Micronair products and rotary atomizers in general. Tim was able to bring the attendees to the airport for some hands-on learning.

Friday was the last day of the event and it was closed off with a presentation from Lubos Hrdina, of

GE Engine Operations, and Ed Gaffrey of Bluewater Aviation. Their session was on the H80 Engine Operation: Operation Characteristics and Limits; Standard Practices; and Emergency Procedures. They were also able to bring the attendees to the airport for hands-on training.

While the week carried, on Yorkton Aircraft was just as busy at the hangar. Garry & Chad Moffatt, from Specialized Spray System, were in town for a couple days to offer pattern testing. The wind also joined us in Yorkton, but they were still able to get a number of planes done. Terry Humphrey, Chief Test Pilot at Thrush Aircraft was also around for the week to deliver demo flights on a Dual Control, Dual Cockpit 510G. Experienced turbine pilots were also able to fly the 510G. Thank you to Prairie Dusters for the use of their aircraft for the week. This was Thrush Aircraft's 2nd Canadian Tour.

The week was a busy one, but it was one that delivered experience, training, refreshing and visiting before #spray18 takes full force. Once again, we'd like to thank everyone that supported this event in one way or another. Because of you, this event was successful!

Modern Phishing Campaigns And Effective Prevention

Cassio Goldschmidt

Reprinted from the Forbes Technology Council

For several years, phishing has been the most common attack vector against corporations.

Due to advances in detection and the increase in awareness training among corporate employees, such attacks are becoming less efficient. For this reason -- and since the advent of corporate policies permitting employees to bring personally owned devices to their workplace (aka BYOD) -- traditional phishing techniques are being reshaped and are now becoming more consumer-focused using new methods and new spreading vectors.

Modern phishing scams originate on social media websites and are accessed through a mobile app or mobile browser. Instant messaging (IM) applications are used to spread the attack to the victims' contact lists. The attack proliferation happens faster because users read and act upon real-time text transmission quicker than they read and act upon regular email. Most consumer instant messaging apps have limited or no spam filter capabilities. Thanks to autocorrect and most phones' tiny keyboards, lousy spelling and typos are not considered a factor in considering the message's legitimacy.

Phishing instant messages come from individuals that are in the victims' contact list and therefore

are immediately recognized. Recognition leads users to trust the message, and they then take the unvalidated information in it for granted. Also, screen size limitations and the use of URL minifiers make users more likely to forgo URL and certificate validations.

In corporate environments, effective targeted social engineering techniques include the name dropping of influential executives and the creation of a sense of urgency, such as a rapidly approaching business deadline. Consumer-focused social campaigns often include limited time promotions of highly desirable goods to entice the victims' greed. One example is free flights from a reputable airline company. After clicking the URL in a message, the victims land on a bogus promotional page. This landing page contains fake common social network controls such as a high number of "likes" and positive comments from people who successfully benefited from the promotion.

The criminals' goal in using these controls is to simulate social validation. A countdown of how many promotional spots are left may appear on the page to reinforce the sense of urgency.

Victims are then engaged in a short questionnaire to win a promotional prize. Scammers want to

involve users with simple, no typing required, initial questions. Once the users are vested in the process, the questionnaire asks for more significant actions. Typical requests include forwarding an instant message about the promotion to five friends, logging into the presumed company website, creating an account, providing a contact email address or installing the promotional app. Education and data validation are essential to fighting phishing. Yet, the industry seems to put too much focus on preventing an ever-changing attack rather than protecting what the attackers are after. Given the right context, even the most tech-savvy individual may fall prey to a costly scam. Instead of overinvesting in awareness training and obtaining limited results, controls such as the use of multifactor authentication (MFA), separation of personal and work devices and systems of checks and balances should be adopted to limit the potential loss. Multifactor authentication provides an additional layer of security by requiring more than one method of authentication to verify the user's identity for a login or to approve valuable transactions. Aside from passwords, which historically have been one of the factors, the other factor may include something

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you have, such as a unique token that changes every 30 seconds (a time-based one-time password), or something you are, such as the user's fingerprint. Most popular websites on the internet provide MFA support, but users need to enable it manually. The Two Factor Auth List website offers a catalog of sites and links to instructions on how to enable MFA. Personal devices do not possess inbound filters with the same level of sophistication as the ones applied to corporate devices. Also, bypassing outbound filters elevates the risk of noncompliance with data privacy laws and regulatory requirements for corporations. Depending on risk

appetite and budget, organizations should look into enacting formal BYOD policies or ways to separate company and personal information. To minimize financial loss, sensitive operations such as funds transfers should have multiple levels of approval and reviews. Corporate digital banking applications have technical controls like transfer limits and multi-signature approval. Institutions should become familiar with them and use them. When a message feels off, users should verify the information by calling the sender or using an out-of-band communication method to discuss the matter.

Government of Canada Anti-Fraud Centre reports increased Wire Fraud Phishing Campaigns

Canadian businesses are being targeted by two types of wire fraud: the Business Executive Scam and the Financial Industry Wire Frauds.

In the Business Executive Scam, also known as the Business Email Compromise, the potential victim receives an email that looks like it came from an executive in their company who has the authority to request wire transfers. In some cases, the fraudsters create email addresses that mimic that of the CEO or CFO. In other cases, the fraudsters have compromised and used the email account belonging to the CEO or CFO. An employee authorized to make wire transfers will receive the fraud email message. Often it will state that the "executive" is working off-site and has identified an outstanding payment that needs to be paid as soon as

possible. The "executive" instructs the payment to be made and provides a name and a bank account where the funds, generally a large dollar amount, are to be sent. Losses are typically in the excess of \$100,000.00. In Financial Industry Wire Frauds, Canadian financial institutions and investment brokers receive fraudulent email requests from someone they believe to be an existing client. Unbeknownst to them, their client's email account has been compromised. The fraudster requests that the financial institution or investment broker transfer money from "their" bank account usually to a foreign bank account.

WARNING SIGN(S) - HOW TO PROTECT YOURSELF

- Beware of unsolicited emails from individuals or financial institutions presenting an urgent situation requiring immediate attention.
- Prior to sending any funds or product, make contact with existing clients in person or by telephone to confirm that the request is legitimate.
- Watch for spelling and formatting errors and be wary of clicking on any attachments, they can contain viruses and spyware.



When It Comes to Farm Data, How Good Is ‘Good Enough’?

Paul Schrimpf
CropLife

Ron Farrell, a frequent sounding board for my wacky ideas and a source of ongoing encouragement to stay the course in this fast-changing industry, once told me to spend an appreciable amount of my time thinking about the business.

As leader of the editorial group, it was, in fact, my duty to scan the horizon, look for challenges and

opportunities, and stick a finger in the eye of the status quo, if necessary.

So, it was with this in mind a few years ago that I viewed Farmers Edge and its move into the U.S. market on the heels of success in Canada. My perception of this “off the shelf” solution to turning data into agronomic recommendation was that, while boots on the ground were important, a key aspect

of its functionality was the algorithm it employed for generating the recommendations.

I wondered at the time if such an offering, combined with what I thought would be a more rapid consolidation of farming operations, perhaps could result in a greater reliance on algorithms by these consolidated farmers?

Follow me here ... farm size can only increase as the comfort level of a farm manager increases with all the variables they manage. Could agronomy that a grower considers “good enough” be acceptable in exchange for rapid growth in acres controlled?

So, fast forward to last week, when I get another mind-bending call from Jeremy Wilson, my friend and precision agriculture warrior at CropIMS. He throws out the same question: “Paul, is ‘good enough’ good enough?”

What spurred him to thinking about this was the final mandate from government regulators that would lead to the finalization of the Bayer-Monsanto deal: That Bayer would slough off its Bayer Digital Farming initiative to a third party, which ultimately became BASF.

Were regulators seeing something here? Jeremy saw it as a gigantic acknowledgement of the growing importance and power of data being collected by big

agriculture companies.

It frankly surprised me a bit, although I have been pretty jaded about data and the industry’s ability to turn it into anything meaningful. Of course, then came the high-profile Facebook hearings and the revelations (though no one should be surprised) that data is being harvested to create profits for big companies. Perhaps regulators saw this coming? Perhaps this was a factor in keeping two giant databases from becoming one?

Which gets me back to “good enough,” and whether such a massive accumulation of farm data could serve to improve algorithms to that “good enough” threshold.

I would say “no” out of hand if we had a high percentage of farmers utilizing precision data through engagement with service providers. But with so many farms untethered to a robust precision program, and consolidation probably an inevitable evolution over the next decade, could “good enough” be an acceptable alternative?

Putting aside the fact that producers should be very concerned about their data’s whereabouts, regulators, food retailers, and the consuming public will have a lot to say about what we grow and how we grow it in the years ahead. In the meantime, we need to keep working on demonstrating service value and encouraging continuous improvement.

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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. Att Luis Urrutia +502 30321302 Guatemala, Central America

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