



Keep in Touch!

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NEW HORIZONS

VOL. 15 NO. 4

NATIONAL NEWSLETTER

OCTOBER 2009

PRESIDENT'S REPORT

By Peter Hansen

September is turning out to be the summer we didn't get. The Hot, Dry weather is just what the farmers in southern Alberta needed to get an average crop in the bin. The crops are late in maturing by 2-3 weeks but most farmers in the area are close to being finished. The later than normal harvest is also making it too late for many to include Winter Wheat into their crop rotation for 2010.

There is a busy fall meeting schedule with a CAIR Board meeting in October in Winnipeg followed by the CAAA board meeting in Ottawa. The Board meets again at the NAAA in Reno in December. The continuing development of Transport's SMS is one program to be discussed including the continued abuse of the Flying Farmer Exemption along with members concerns on how Transport is handling Wire Line Incidents. Discussion on towers including wind farms will also be on the October agenda. To date the CAIR program has done well with fewer than normal accidents which should be confirmed at our October Board meeting.

Provincial members are urged to participate by attending their Provincial Fall Meetings and having their representatives bring their concerns to the CAAA and CAIR board meetings.

Operators in general seem to be reporting slower than normal season. All sectors: Ag, forestry spraying and the SEAT program seemed to suffer equally. Poor weather and the economic downturn are suspected reasons. As always proper maintenance and safety should be a concern. Early maintenance or equipment upgrades especially with the strong Canadian dollar should help prevent any unplanned expenses in the spring. As in the past the industry expects there will be a shortage of qualified pilots. Filling those positions early will help eliminate last minute stresses that occurred in the 2009 season.

Enjoy the winter season, spending that extra time with family and friends that we are all shorted on in the summer and I hope to see you at one of the Winter conferences.

This is not what you call "A real good moment!!!"

His request approved, the Fox News photographer quickly used

a cell phone to call the local airport to charter a flight.

He was told a twin engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger.

He jumped in with his bag, slammed the door shut, and shouted, 'Let's go.'

The pilot taxied out, swung the plane into the wind and took off.

Once in the air, the photographer instructed the pilot, 'Fly over the valley

and make low passes so I can take pictures of the fires on the hillsides.'

'Why?' asked the pilot.

'Because I'm a photographer for Fox Cable News,' he responded, 'and I need to get some close up shots.'

The pilot was strangely silent for a moment. Finally he stammered,

'So, what you're telling me is You're NOT my flight instructor??'

PROVINCIAL REPORTS

ALBERTA **Mark Kinniburgh**

Greetings from the newest have-not province (Honest Ed is one smooth operator)! Summer 2009 certainly has been a long strange trip for growers and aerial applicators. In Central Alberta we've run the gauntlet from drought and frost in May/June to damaging windstorms, hail, and moisture in late July early August. Thankfully the late season rains have upgraded potential failures to merely below average crops, good news for next year as grower cash flow often mirrors our own. The unusual weather resulted in multi-stage, weed infested fields, weeks behind normal development and consequently increased aerially applied acres of preharvest glyphosate, reglone, and pod sealants. Pod sealants in particular, have the potential to be a profitable aerial market if user rates continue to expand. Imagine consistently spraying fungicide on canola in July and then returning to the same field several weeks later! Increased preharvest glyphosate acres grow a late season market and will assist in raising awareness of our new wet field conditions label if we experience a wet spring in 2010. On a personal note, the challenging season has made me much more appreciative of every hour I spend engaged in what I enjoy most; it really beats working for a living! The 4 A's next board meeting is scheduled for Oct. 1st, where we will finalize plans for the 2009 A.G.M., held at the Red Deer Lodge Nov. 9th - 10th. I look forward to seeing you there.

SASKATCHEWAN **Joe Varjassy**

Hi from Sask. It is Sept 13th and our season for 2009 is winding down. For some of us, we still have work dribbling in but the end is in sight.

Considering the type of year we had to endure with weather and crops running 2-3 weeks behind, 2009 has turned out to be an average year for the people in the central and southeast part of the province. My understanding from talking to other

operators in the west, remarked that the acres are down in numbers.

2009 wheat midge acres were down considerably, while aphids through the central and east central area showed an increase from previous years. Also there was considerable grasshopper infestation through the southern and western areas of Sask. Through the central and east central the hatch was very late, thus there was not much call for spraying in these areas. If under the right conditions, 2010 infestations could be very high. With crop maturity being delayed due to the late spring and summer, Reglan and Round Up acres have increased.

The 2009 Wings of Saskatchewan joint conference is being held in Saskatoon on Oct 15-17th at the Saskatoon Inn. It is jointly hosted by the Sask. Aviation Council, the Saskatchewan Aerial Applicators Association and the Canadian Business Aviation Association-Saskatchewan Chapter. Anyone interested in attending can contact Marilyn Grose, the conference administrator @ wingsofsask@sasktel.net or (306) 931-6123.

The SAAA will offer 3 credit sessions at the conference.

The accident numbers from what I have heard are fairly low, which is a good sign that safety is being practiced and rules are being met.

I would like to thank Jill and Peter and the CAAA board of directors for giving me the opportunity to be chosen as the Canadian recipient for the Syngenta sponsored NAAA Leadership Program with the first session in Savannah, Georgia in Oct 2009 and the second one in Feb 2010 in Washington, DC. I know that this experience will be a very valuable tool and I hope to pass on any information that I could share that pertains to our industry.

This will be my last report to write as my term as president of the SAAA has been fulfilled as of Oct 2009. I would like to thank all my directors, Amanda and Jill and Peter and the CAAA board

for the opportunity to work with such a great group. I wish all of you all the best in future success in an industry which is dear to my heart.

Manitoba **Steve Kiansky**

Well another year has come and gone over here in Southern Manitoba. The spray seasons seem to pass by faster and faster as the years go by in this business, if you blink you might miss it. Upon discussion with fellow operators across the province, the general consensus reached is one of slight disappointment. Excessive moisture, coupled with unseasonably cold temperature, were to blame for poor crop development and consequently the lack of aerial application. Now we just hope the weather will cooperate to allow what is out there to be harvested. Not much new to report, air craft incidents were few, which is good for all of us. But spirits are still high. There is always next year. A friendly reminder to all the MAAA operators and pilots our fall meeting is scheduled for November 09/09 at Canad-Inns in Portage La Prairie, everyone should be in attendance.

ECC **Paul Zimmer**

Here in Ontario 2009 for the most part is in the books, although there is still a little aerial fall seeding, and possibly some white bean desiccation to be completed before we hang up the helmets for the season.

From what I have heard good news was spotty throughout Canada this season, and the operators of the ECC of the CAAA will be happy to put this year behind them, although reduced revenues will make it a long lean winter.

This was the summer that wasn't! Cool temperatures and wet weather delayed planting, pushed back bug programs, and in Ontario it is now a race with Mother Nature to get the corn crops to maturity before a killing frost arrives. Fortunately the weather

we have had in the last couple of weeks has been the closest to summer weather we have had all year which will help. Let's hope it holds into October.

What was predicted to be a very busy July/August run applying Headline and Quilt to corn didn't materialize because of uncertainty with the crops progress and the low commodity prices which doesn't appear to have a bottom.

Not all the news however was bad. There were three bug programs in Ontario, Quebec, and Newfoundland that a couple of operators benefitted from, but certainly not enough work to go around. In Ontario the Ministry of Natural Resources thought they won the lottery with their award winning price and as funding had to come from existing budgets I am sure they would have sold their collective souls to ensure that proposal would be accepted. As an Ontario taxpayer I am thankful for the savings.

It would appear that some operators traded their old calculators in on new ones this year with the "How Low Can I Go and Still Survive" function key. One forestry company rep proclaimed in gleeful disbelief that he had not seen pricing that low since 1988. Interestingly enough, the company that provided that price I am told had to sell off their spray division to another family member just to stay afloat. Sounds like the classic joke of how to become a millionaire in aviation. Start with a few million.

Competition is an integral part of most markets and is necessary to keep pricing in check and markets healthy. Unfortunately when one operator submits a ridiculously low price, forestry company bean counters don't question whether the operator can actually carry out the work at that pricing and remain viable. As long as they are getting the deal of the century they don't really care. In the process an unsustainable artificial floor on pricing has been set. If they are delusional and think they can under price the competition into oblivion, that strategy will not work. If they themselves are able to survive, and the other guy does fall, someone is always ready to fill the void. With the recession in full swing in other sectors of aviation, aerial application has always been a logical choice for helicopter operators to bolster revenues. This year is no

different. Operators without a clue in what is involved in the aerial application business are in the mix. These operators will hang around and disrupt the market until the good times return or get themselves into trouble and exit the business when they find out it is not easy money.

On a positive note the operator that I wrote about in my last submission that chose to forgo the formalities of meeting any regulatory hurdles and operate under the Flying Farmer Exemption in Ontario has decided to reconsider and apply for an OC after a friendly visit from Transport Canada.

On the equipment front, collectively we did not escape unscathed and I know of at least three accidents/incidents with three separate companies that I am aware of. There may be more. Although no fatalities were experienced enough financial pain was inflicted on those operators to remove their smiley faces. I know of what I speak as our company was one of them. A small error in judgement while ground transporting a helicopter had huge consequences resulting in a six figure repair bill. Ka-Ching!!!

I know I have not had much good to say in this report so I will stop here. Unfortunately I could not take my own advice who on occasion has suggested that if you didn't have anything good to say perhaps you shouldn't say anything. Thanks for allowing me to rant, and the forum to do so.

CALENDER OF EVENTS

SAAA AGM – 2009

October 17, 2009

Saskatoon Inn, Saskatoon, SK

PPF AGM – 2009

October 17, 2009

Saskatoon Inn, Saskatoon, SK

AAAA AGM – 2009

November 9-10, 2009

Red Deer Lodge, Red Deer, AB

NAAA Conference – 2009

December 7 – 10, 2009

Silver Legacy Hotel, Reno, Nevada

NAAA Fall Meeting – 2009

November 9, 2009

Canad-Inns in

Portage La Prairie, MB

CAAA Conference & Trade Show

February 18 – 20, 2010

Delta Regina Hotel

Regina, Saskatchewan

WEATHER CAN AND DOES KILL!

U.S. authorities reported the second fatal ag airplane ferrying accident of this year suspected to be caused by flying in adverse weather conditions. Both of these accidents apparently happened while the aircraft were being ferried to locations hundreds of miles from the departure point. Both flights were made under visual flight rules and probably without full flight instruments in the aircraft.

With the advent of GPS, some pilots believe that good visibility is not as critical as it once was when navigating strictly by aeronautical charts and identifying landmarks. This and flying into thunderstorms is a mistake as these recent fatalities prove. Pilots should only fly in unfamiliar areas when visibility is optimal to best avoid terrain and obstructions. We all know that adverse weather, particularly thunderstorms, and aircraft can be a lethal combination as these recent fatal accidents prove!

Hybrid Canola Set To Fight Pest

By Keith Gerein

Reprinted from the Edmonton Journal

Canadian canola farmers battling a destructive insect will soon have a new, more environmentally friendly weapon in their agricultural arsenal.

A University of Alberta scientist has helped breed a line of canola that is naturally resistant to the cabbage seed pod weevil, a tiny pest rapidly advancing across much of southern Alberta and Saskatchewan.

Producers until now have relied on pesticides to control the weevil, but Lloyd Dosdall hopes his creation will cut down on such practices while at the same time help farmers improve yields.

"I was just down in Lethbridge last week and at that same time the spray planes were out spraying for the weevil," said Dosdall, an agricultural entomologist. "So our dream is to see fewer of those spray planes in the coming years."

Despite its diminutive five-millimetre size, the weevil has proven to be a large problem. A pest of European origin, the bug first showed up in North America in 1930 when it appeared in the Vancouver region. It initially went south but eventually found its way back north, landing in the Lethbridge area in 1995.

While central and northern Alberta have been spared a major invasion. The weevil has advanced rapidly east through Saskatchewan and is now threatening Manitoba's key production areas, Dosdall said.

"For some reason, it hasn't moved northward as fast as its moving eastward. But our models show it will spread across the entire canola producing regions of Western Canada."

The weevil attacks by laying eggs inside a developing seed pod

of a canola plant. The larvae hatch and eat some of the seeds, then later chew open holes in the pod to escape. Those holes dry out the seed pod prematurely, making it more likely to shatter. Affected plants often lose their entire yield.

Dosdall was on hand in the Lethbridge area in 1999, when farmers were dealing with the first major outbreak.

"Their attitude was, 'It's such a little thing, what can it really do?'" he said. "Most of them didn't spray and they got hammered. Maybe it was a bit of a good thing because it allowed farmers to see the capability of this insect."

While pesticides have provided short-term relief, Dosdall and colleagues have worked the past several years to develop more environmentally sound solutions. Collaborating with the University of Guelph's Laima Kott, Dosdall came upon the idea of using plant-breeding techniques to combine canola with white mustard, which has a natural resistance to the pest. Kott produced 300 unique crossbreeds --- hybrids containing different mixes of canola and white mustard genes --- which were planted in southern Alberta.

Dosdall first weeded out the types that were not canola quality, then began to look for plants capable of withstanding the weevil. Eventually, the scientists chose five lines they believe will work.

"Of the 300, we found a number that seemed to be very promising, and from there we selected the lines we're quite excited about."

The weevil-resistant product is expected to be available to farmers in 2010.

Ground versus aerial application

The way to achieve an effective fungicide application

Reprinted from Top Crop

For many years it was assumed that aerial spraying cost more than ground applications. That may have been true when the industry was in its infancy and ground spraying equipment was less sophisticated and, therefore, cost less. But, times have changed and research shows old assumptions may not be valid and the advancement of spray technology and production styles

have made the ground versus aerial debate more about what method is most suitable for each farm.

The debate can be most intense in western Canada where aerial spraying, extensive irrigation systems, high clearance sprayers and large fields offer many more options than are available to eastern Canadian growers who contend with smaller fields often hemmed in by trees or bordered by other hazards. While having more options to deliver fungicide to a valuable potato crop might appeal to many growers in Canada, in western Canada, where fields can

be a mile long with few hazards, the choices can be a source of debate.

As the potato growing areas in western Canada increase and the knowledge and expertise of growers expands, anecdotal evidence over the effectiveness of each delivery prompted the commissioning of studies to prove one was better than the other. In truth, while air application may have nudged ground application aside on some fronts, experts agree that ground applications are just as effective. It seems the best way for growers to make a decision is

to weigh the pros and cons of both and make decisions based on the needs of individual operations.

In 2003, Blair Geisel of Gaia Consulting Limited near Portage La Prairie, Manitoba, conducted research evaluating the yield loss resulting from soil compaction and damage to foliage caused by the ground sprayer wheels. Where anecdotal evidence indicated that yield losses occurred in the wheel tracks following repeated sprayer passes, Geisel's research proved those suspicions to be true although losses were less costly than suspected.

"There are positives and negatives for both ground and aerial application," comments Geisel. "There is soil compaction and damage to foliage in the wheel tracks of a ground application, but aerial doesn't offer the exactness of ground application. In my experience, growers in western Canada use a blend of the two methods depending on their operations." He says many growers start with ground applications of fungicide until the plants get larger and then a switch is made to aerial application. As well, weather and time constraints may make one method more desirable than the other.

It could be a six of one/half dozen of another debate raging over the two methods. An agricultural engineer from the University of Arkansas with many years experience in potato research in Canada and the US and himself an aerial applicator, agrees that a combination may be a sensible option. Dennis Gardisser says that aerial application does not get in the corners effectively and, as a result, some growers do not plant in the corners. However, this could

balance the loss of yield caused by tracks from the ground sprayer, so yield loss may not be enough of a reason to choose air over ground.

"Aerial application doesn't take very long and ground can take several hours which can cause issues with irrigation," Gardisser explains. He adds that aerial application may not always give complete coverage of the plant, but this can also be true with a ground sprayer if it is not calibrated properly. Gardisser says there are concerns about the amount of water required, but he believes droplet size is more important than volume. "Three hundred to 350 microns, on average, per spray hitting the plant is the most effective application no matter how it is accomplished," he says.

"It is true that ground sprayers tend to be more on target with less drift, causing fewer problems with wildlife and adjoining fields," adds Geisel. "Aerial sprayers are farther from the canopy making it difficult to target specific areas. However, air is more time effective, but the newer, larger ground sprayers can cover larger areas with their wider booms, which also means the impact of compaction is reduced because fewer passes across the field are required."

If there is one area that cannot be argued, it is the chance that ground sprayers can increase the spread of disease by carrying it through the crop on the sprayer after it brushes by diseased plants. Gardisser adds that changing the direction in which spraying is accomplished also adds to the effectiveness of the operation, but this is not possible with ground, which gives aerial the edge in this situation. In both cases, the effectiveness of the application can also be enhanced

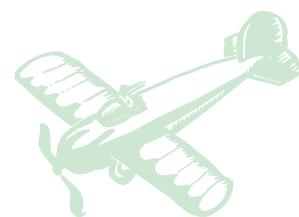
by properly calibrated equipment and the experience and skill of the operator.

"Growers tell me that compaction can be more of an issue at harvest than concerns over loss of yield," says Geisel. He says that the compacted tracks make digging the potatoes more difficult and also result in large clods of soil being taken up with the tubers.

"Sometimes terrain, weather or timing may dictate the most effective method to spray a field," adds Gardisser. "Growers have to make the determination for each field and for their own operation."

Cost wise, aerial versus ground is less than a dollar difference, so the decision has to be made on other fronts: loss of yield due to compaction or unplanted areas, effectiveness of the spray pattern, harvest problems, concerns about disease spread, and the time it takes to get either application completed, plus the expertise of the operator. There is no complete study to determine which is the most cost effective and disease controlling.

Geisel says that to mount this research would be difficult because it is nearly impossible to maintain the same conditions for both the aerial and ground sprayed plots. For some growers, the difference may be so minute that it is not worth the effort to make the comparisons and they will continue to use the method that suits their operations the best.



Windstorm in Southern Alberta



The pictures were taken around the Medicine Hat area after a windstorm in mid August. The bales apparently weigh up to approximately 1600 lbs and some were reported to have rolled up to 5 miles. sure would be a bummer if you left your truck parked in the field at just the wrong time!!

Scala approved for aerial application on potatoes

Reprinted from Grainews
on 8/28/2009

Bayer CropScience has picked up regulatory approval for aerial application of its fungicide Scala on Canadian potato crops.

Scala, a Group 9 pyrimethanil product, is the only fungicide in its group that's registered for control of early blight (*alternaria solani*) in potatoes, Bayer said. It's had registration for ground application against early blight since 2007, the company noted in a release Thursday.

"Large-scale potato growers, particularly in Alberta and

Manitoba, will benefit from the convenience and efficiency of aerial early blight control," David Kikkert, Bayer's portfolio manager for horticulture, said in the release.

"Prevention is the best strategy for early blight, and the new aerial application means growers will have the option of choosing Scala to get an early start on protecting their potato crop."

Scala, which is also registered for control of other diseases in several fruit crops, can also be a "smart rotational tool" for use in potato-growing areas where reduced sensitivity to strobilurin fungicides has been identified, the company said.

Scala, Bayer said, should be

air-applied only via rotary or fixed-wing aircraft when conditions are "conducive" to disease development and when weather conditions allow for "complete and even" crop coverage.

Bayer also recommended potato growers repeat applications at seven- to 14-day intervals, up to six applications per season, and that they alternate Scala applications with fungicides that have a different mode of action.

Scala, which is also registered for a tank mix with Syngenta's chlorothalonil fungicide Bravo, "protects potatoes through locally systemic activity and translaminar movement, and is best suited for a preventative treatment program," Bayer said.

Fly Safe Campaign

MAINTAIN ACCIDENT AWARENESS

Don't become a statistic!

The NTSB has reported 11 ag accidents in the US including 1 fatality this year. Reported accidents to date compared to past years indicate 2009 is a low accident year so far – let's keep it that way! Don't lower your guard. Think safety before you act!

OBSTRUCTION AWARENESS

The second greatest cause of ag accidents is collision with obstructions including

- towers, trees, irrigation pipe, wires, etc. It is important to periodically review
- safety tips for obstacle avoidance. Practice the PAASS safety phrase while enroute
- to and from a field – “Ferry Above Five and Stay Alive” – to keep yourself
- above power lines and unmarked towers as well as other ag aircraft conducting
- spray operations.
- Use all available maps and databases for obstruction locations. Ask the grower

- about obstructions and note them on the work order. Upon arrival at the field,
- conduct a thorough aerial survey of the field and borders. Check outside the field
- for ½ mile or greater where the turn-arounds will be made. Reports indicate that
- the most dangerous passes are the first pass in an unfamiliar field when the load
- is heavy and the dress-up passes when approaching different obstacles or the
- same ones from a different direction.

Be especially observant of the newest threat – wind turbines and met towers! Met towers are frequently only slightly less than 200 feet, unmarked, unlighted and can be erected in a matter of hours. Wind turbines are large, with rotating blades, usually in groups, irregularly spaced and accompanied by one or more met towers. Be alert for power lines connecting the wind farm to the power grid.

Make a “Fly Safe” Resolution Now!



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- Surveillance
- 3-D Met. Profiles
- Mapping
- Research
- Aerial Surveys
- Photography
- Wind Tunnel
- Project Management



2010 CAAA Annual Conference & Tradeshow

The CAAA has confirmed the Delta Regina Hotel as the site of the 2010 CAAA Annual Conference & Tradeshow. Mark your calendar for February 18-20, 2010.

*2010 CAAA Annual Conference & Trade Show
February 18-20, 2010
Delta Regina, Regina, SK*

Thursday, February 18, 2010

CAIR Board Meeting
Opening Luncheon
CAIR Safety Seminar
Exhibits Open
Icebreaker & Entertainment
Hospitality Suite

Friday, February 19, 2010

Breakfast
CAAA Annual General Meeting
Awards Luncheon
Exhibits Open
Spouse Program
Hosted Reception
Banquet & Auction
Hospitality Suite

Saturday, February 20, 2010

Breakfast & CAIR AGM
Coffee Break
Credit Session
Coffee Break
Credit Session
Pre-seed, pre-emerge and in Roundup Ready Crops Presentation

Regina

Regina is the capital of Saskatchewan and the 16th largest city in Canada with a population of 194,971 (Source: Statistics Canada, 2006.)

Latitude: 50 degrees 26 ft north

Longitude: 104 degrees 40 ft west

Elevation: 577 m above sea level

Regina is located in the south central area of the province. The city covers an area of 118.4 sq km. It is in the middle of the Prairie Provinces with Alberta to the west, and Manitoba to the east. It borders the American states of Montana and North Dakota.

Climate

Regina is the sunniest capital city in Canada. Summer temperatures average 23 degrees Celsius or 73 degrees Fahrenheit. Winter temperatures average -11 degrees Celsius or 12 degrees Fahrenheit. Winter weather lasts from about mid-November to early March.

Resources

Regina's resource based economy is fuelled by agriculture, oil and gas production and development, as well as telecommunications.



THE DELTA REGINA

Named after the Latin word for "Queen," this oasis on the prairies enjoys the shade of 350,000 trees hand-planted throughout the city. Home since 1882 to the Royal Canadian Mounted Police's only training facility, Regina, the capital city of Saskatchewan, is more than meets the eye.

One of North America's largest urban parks, Wascana Centre, provides 2,300 acres to explore in the heart of the city; the Royal Saskatchewan Museum, Mackenzie Art Gallery and the Saskatchewan Legislative Building are all located within the park. See how real cowboys play at the Canadian Professional Rodeo, the largest professional rodeo in Saskatchewan. Or learn a few new steps

in one of the dance workshops at the Mid-Winter Celtic Festival.

Stay in the heart of downtown at Delta Regina, the leading hotel in the city. Connected by skywalk to Casino Regina and more than 100 shops in the Cornwall Centre. Only ten minutes from Regina Airport and minutes away from the local galleries and museums, Delta Regina is the hub of the city, whether it's for civic, social or business activities.

Special rates were negotiated for delegates at \$139 per night. Online reservations can be made at: www.deltaregina.com/cca021410 or calling 1-800-209-3555. Special rates are offered for reservations made before January 15, 2010.

ICEBREAKER

The Icebreaker at the 2010 CAAA AGM & Conference in Regina this February will be held at the RCMP Heritage Centre. The Heritage Centre is a interactive facility that is located at the RCMP Academy. Our guest Entertainer for the evening will be Anders Magic. Anders comes to the CAAA with a strong recommendation from one of our members. The combination of the RCMP Heritage Center and Anders Magic is sure to make a great kick off to a successful conference in Regina!

RCMP Heritage Centre

For the past 135 years, the RCMP has been an integral part of Canada's historical and cultural landscape, helping to form and protect our great nation and playing a significant role in creating the Canadian identity.

The RCMP Heritage Centre opened on May 23, 2007 to share the RCMP story with the world. Located on the grounds of the RCMP Academy, 'Depot' Division - the story of the RCMP is appropriately told where Cadets are trained and the story begins.

Housed in a breathtaking stone, glass and concrete building designed by world-renowned architect Arthur Erickson, the RCMP Heritage Centre tells the story of the RCMP using state of the art exhibits, multimedia technologies and engaging programming and tours.

It's a great Canadian story. It's our story. A story that is still being written.

The RCMP Heritage Centre is developed and operated by a non-profit organization, the Mounted Police Heritage Centre.

Using state of the art exhibits, multimedia technologies and engaging programming the Centre tells the story of the Royal Canadian Mounted Police including the Force's role in the development of Canada, the role of the RCMP in policing over 200 communities across Canada, the challenges of serving as Canada's Federal Police Force, and the role the RCMP plays internationally.

The RCMP Heritage Centre is a two-phase development. The first phase of development was completed in late-May 2007 with opening celebrations taking place on May 23, the 134th anniversary of the formation of the Force.

With capital funding provided jointly by the Government of Canada, the Province of Saskatchewan, and private donors the RCMP Heritage Centre has completed construction of the building, development of 10,000 sq.ft. of exhibits, a 27-minute multimedia show, a 2,000 sq.ft. temporary exhibit gallery and a 2,800 sq. ft. community programming room. Topics covered by the exhibits in this phase are both historical and modern in scope. The visitor will leave with an understanding of the role that the RCMP played in settling the west, how the Force has changed and adapted to meet the needs of Canadians in the last century, and how the modern-day RCMP works in communities here at home and in countries around the world.

The second phase of development is scheduled to begin in 2008. All monies raised from the national Protect and Preserve Capital Campaign will be used to complete this second phase. An additional 8,000 sq.ft of exhibits will be developed which includes three new exhibits: The RCMP Musical Ride; The RCMP in Popular Culture; and Stories from the RCMP, implementing a series of outdoor interpretive elements, including enhanced educational and public programming, and also completing several architecture elements intended to enhance the visitor experience.

While the RCMP Heritage Centre will be a major tourism attraction for Regina and Saskatchewan, its mission and purpose is to serve as an education centre for Canadians about the historic and modern role of the RCMP.

Anders Magic

Comedy Magic Stage Shows:

Anders' full-scale after dinner show is a polished, professional act, complete with comedy, magic, and escapes. There's plenty of audience interaction. Guests are dazzled for thirty to forty-five fast paced minutes of laughs and gasps. Your guests will thank you for it!

Walkaround Magic: People love to experience magic up close. With this unique type of entertainment, in small groups guests can experience the magic just inches away. Sometimes the magic even happens in your own hands. You'll be delighted to see the reactions and hear the gasps of amazement as you are treated to your very own show.

Custom Tailored Magic: Anders' show can be customized for your guests. This allows Anders to tune into your group and deliver a truly original and dynamic performance. He has integrated his clients' products into his performance -- designing specialized magic just for each show.

Beware the harmful consequences of following junk science

By GWYN MORGAN
From Monday's Globe and Mail

Gwyn Morgan is the retired founding CEO of EnCana Corp.

The man who removes the moss from our lawn after the West Coast's winter rainy season was depressed and bewildered. After spending decades building his clientele and practising his trade in the most careful and responsible manner, he is being legislated out of business. The Canadian Cancer Society is calling for a B.C.-wide ban on the sale of weed killers and insecticides for "non-agricultural" use. Several B.C. municipalities already prohibit the use of such products, even to the point where the bits of vinegar our lawn guy puts on our patches of paving-stone moss are considered a public danger.

Here in Victoria, many of the city's signature cherry trees will go through a slow and ugly death from blight because of the banning of a product that could safely protect them. It also means ferns, dogwood and other native species will be defenceless as they are overrun by introduced foreign invaders. The cancer society bases its campaign on the claim that weed killers such as Roundup and insecticides such as Raid may be linked to certain types of cancer. Yet the medical evidence is scant. One study found that men working in pesticide manufacturing plants had a slightly elevated frequency of prostate cancer, but several other studies found no relationship between pesticides and cancer. Some studies have suggested that farmers who use large amounts of weed killer may have an increased risk of lymphoma, but a large U.S.

study found the difference to be a statistically insignificant.

Those who defend such knee-jerk public policy actions often cite the "precautionary principle." But if believing in junk science means people are to be driven out of business and public landscapes are to be left unprotected from blights and invasive species, and if home gardeners are forbidden from using the latest and best products, what is "precautionary" about that?

Unfortunately, junk science is a widespread disease. Environmental activists are generally against so-called chemical fertilizers. But what makes manure and compost more virtuous than nitrogen and potassium fertilizers?

Let's start with nitrogen. The scientific fact is that the soil doesn't know the difference between nitrogen sources, as long as it gets enough. Potassium fertilizers are made from a naturally occurring mineral called potash and, here again, the soil doesn't care where it comes from. While organic products are generally very safe, there is no doubt that the raw animal waste sometimes used as fertilizer carries a higher consumer and groundwater pathogen risk. On the other hand, the composting often used in organic gardening has a positive impact on soil stability and water retention.

If soil science doesn't make organic food a superior choice, what about the claims of nutritional superiority? A recent large-scale U.S. study found no discernible difference. Organic foods cost more because they are more labour-intensive, and yields per arable hectare are lower than conventional farming.

The plain fact is that organic food consumption is a feel-good indulgence for those willing and

able to pay a premium, but organic farming methods could never begin to feed every Canadian, let alone the world's population.

My global "junk science" award goes to the myriad environmental groups and associated acolytes united in opposition to genetically modified foods (GM foods), or as they have labelled them, " Frankenfoods." Policy makers in Europe have reacted by banning domestic production or importation of GM foods. This despite the fact that there are no credible studies showing negative impacts from consuming GM foods, and there isn't even a plausible scientific theory as to why there would be.

Most of the grains, fruits and vegetables that make up modern diets are vastly different than their ancient ancestors. Humans have continuously cross-bred food plants in search of higher yields, improved taste, better nutrition and disease resistance. An important Canadian example is canola; traditional "genetic modification" methods transformed the bitter rapeseed into a healthy and tasty oilseed.

Astounding progress in identifying the genetic building blocks of organisms has accelerated the long and arduous genetic modification process, offering huge potential leaps forward in the increasingly urgent search for higher yielding and more nutritious crops to feed a hungry world. Erosion caused by denuding natural vegetation, groundwater depletion and biological runoff make agricultural production the most damaging human endeavour to our planet's soil, water and aquatic life. GM foods research shows promise of making a big difference.

Seed crops that lower fertilizer requirements and need less

water are already a reality. Agrigiant Monsanto has developed an herbicide-resistant seed grain that eliminates the need for fallow tillage to control weeds, thereby reducing water needs, air emissions and soil erosion. This is only one of the GM foods advances made by this innovative and research-intensive company, yet the frankenfood crowd's propaganda has portrayed Monsanto as an environment-destroying corporate pariah.

And so we come full circle in the great farm and garden junk science game, from British Columbia's well-meaning but scientifically illiterate municipal councillors, to the Canadian Cancer Society's campaign against weed and bug killers, to the organic industry's self-serving claim of environmental and nutritional superiority, to the GM foods-opposing frankenfood crowd. It's hard to find evidence that supports any of these claims, but it isn't hard to see the harmful consequences these misguided policies can, and do, have.

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

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Matt Bestland	Bus: 204-736-2476	Cell: 204-771-1980
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Fran de Kock	Bus: 306-445-3099	Cell: 306-441-0547
Bruce Gair	Bus: 780-352-7833	Cell: 780-352-1278
Brent Lange	Bus: 780-352-7833	Cell: 780-361-8831
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Wayne Silzer	Bus: 306-598-2033	Cell: 306-231-7109

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

Your Engine is Approaching TBO – Now What?

By Joe Escobar, Editor, Aircraft

Maintenance Technology (AMT) online magazine

Reprinted with permission. Article originally appeared in the March 2006 issue of AMT Magazine.

As an engine gets older, builds operating hours, and approaches TBO [time between overhauls] (either based on operating hours or calendar limits) owners start to ask questions concerning the decision to either continue flying, have a top overhaul or major overhaul performed, or exchange engines. The following nine points are offered by Lycoming to help owners and mechanics evaluate each engine and make such a decision.

1. Oil Consumption – any unusual increase?
2. Engine history and calendar age.
3. Pilot's opinion of the engine.
4. How has the engine been operated?
5. Maintenance – what kind has the engine received?
6. What does the oil filter tell?
7. What has been the trend in compression checks?
8. What do the spark plugs show?
9. Refer to the engine manufacturer's service letter for engine life and recommended overhaul periods.

Lycoming discusses each point more specifically in the following.

1. Oil consumption

Both the operator and mechanic should know what the general history of oil consumption during the life of the engine has been.

A possible danger signal concerning engine health is a definite increase in oil consumption during the recent 25 to 50 hr of flight time. The oil screens and filter should be carefully observed for signs of metal.

Maintenance should also take a good differential compression check at this time. The mechanic should look in the cylinders with a gooseneck light or a borescope to detect any unusual conditions in the combustion chamber. If you haven't looked at the air filter lately, it would be a good idea to

carefully inspect for wear and proper fit. This is all the more important when operating in dusty areas, and definitely could be a cause of increased oil consumption.

2. Engine history and calendar age

If an engine has been basically healthy throughout its life, this would be a favourable factor in continuing to operate it as the engine approached high time.

Alternatively, if it has required frequent repairs, the engine may not achieve its expected normal life. A logbook inspection would reveal any accumulative record of engine repairs.

Another important aspect of an engine's history would be its calendar age. Engine flight time and calendar age are equally important to the operator. Engines flown infrequently do tend to age or deteriorate more quickly than those flown on a regular basis. Therefore, Lycoming recommends both an operating hour limit and a calendar year limit between overhauls. Service Instruction 1009 gives these recommendations, but other items in this checklist will help to determine if an overhaul or engine exchange is needed before the engine reaches these recommended limits.

3. Pilot's opinion of the engine

The pilot's opinion of the powerplant based on his or her experience operating it is another important point in our checklist. The pilot will have an opinion based on whether it has been a dependable powerplant, and whether or not he or she has confidence in it. If the pilot lacks confidence in an engine as it approaches the manufacturer's recommended limits, this could be a weighty factor in the decision to continue flying or to overhaul it. The pilot should consult with maintenance personnel. The pilot should consult with maintenance personnel concerning their evaluation of the condition of the powerplant.

4. Operation

The basic question here would be how the engine has been operated the majority of its life. Some engines operating continuously at high power, or in dusty conditions, could have a reduced life. Likewise, if the pilot hasn't followed the manufacturer's

recommendations on operation it may cause engine problems and reduce the expected life. This becomes a more critical influence on a decision in single-engine aircraft, and also for single- or twin-engine planes flown frequently at night or in IFR conditions.

5. Maintenance

Good maintenance should aid in achieving maximum engine life; alternatively, poor maintenance tends to reduce the expected life. Lycoming says it has noticed that among the powerplants going back to the factory for rebuild or overhaul, the smaller engines in general have had less care and attention, and in a number of instances have been run until something goes wrong. The higher-powered engines have generally had better maintenance and show evidence that the operators do not wait until something goes wrong, but tend to observe the manufacturer's recommended operating hour or calendar limits to overhaul. The engine logbook should reflect the kind of maintenance provided the engine or engines. The mechanic who regularly cares for the engine will usually have an opinion about its health.

6. What does the oil filter tell?

Clean oil has consistently been an important factor in aiding and extending engine life. A good full flow oil filter has been a most desirable application here. When the filter is changed, open it and carefully examine for any foreign elements, just as is accomplished at an oil change when the engine oil screen is examined for the same purpose. Just as the spark plugs tell a story about what is going on in the engine, so do the engine oil screen and the external oil filter tell a story about the health of an engine. Whether the engine is equipped with an oil filter or just a screen, oil changes should be accomplished in accordance with the manufacturer's recommendations. These oil changes should have been recorded in the engine logbook.

If oil is analyzed, it should be done at each oil change in order to establish a baseline. Analysis is a tool which only gives useful information when a dramatic departure from the established norm occurs,

7. Compression Checks

What has been the trend in compression in at least

the last two differential compression checks? The differential compression check is the more reliable type and should be taken on a warm engine. If the differential check reveals 25 percent loss or more, then trouble may be developing. A compression test should be made anytime faulty compression is suspected, anytime the pilot observes a loss of power in flight, when high oil consumption is experienced, or when soft spots are noticed while hand pulling the prop.

Many mechanics do a compression check at each oil change, and it is also considered part of the 100-hr engine inspection and the annual inspection. Most experienced mechanics feel that the differential compression check is best used to chart a trend over a period of flight hours. A gradual deterioration of charted compression taken during maintenance checks would be a sound basis for further investigation.

8. Spark plugs

The spark plugs, when removed and carefully observed, tell you what has been happening in the cylinders during flight, and can be a helpful factor in deciding what to do with a high time engine:

1. Copper run out and/or lead fouling means excessive heat.
2. Black carbon and lead bromide may indicate low temperatures, the type of fuel being used, and possibly excessive richness of fuel metering at idle.
3. Oil-fouled plugs may indicate that piston rings are failing to seat, or excessive wear is taking place.
4. The normal colour of a spark plug deposit is generally brownish grey.
5. In high compression and supercharged engines, a cracked spark plug will cause or has been caused by pre-ignition.

Continued on page 14...

Your Engine is approaching TBO continued...

9. Engine manufacturer recommended overhaul life.

Service Instruction 1009 is the Textron Lycoming published recommendation for operating hour and calendar year limits until engine overhaul as they apply to each specific engine model. The amount of total operating time on an engine will be a basic factor in any decision to either continue flying, change, top, or major overhaul the powerplant. Operators should be reminded, however, that the hours of service life shown in the service instruction are recommendations for engines as manufactured and delivered from the factory. These hours can normally be expected provided recommended operation, periodic inspections, frequent flights, and engine maintenance have been exercised in accordance with respective engine operator's manuals.

If an operator chooses to operate an engine beyond the recommended limits, there are factors to consider. The cost of overhaul is likely to be greater as engine parts continue to wear, and the potential for failure may also increase.

Operators who have top overhauled their engine at some point in the engine life invariably want to know if this extends the life of the engine. This is an important question. The chances are that if the operator applies the checklist we have been discussing and comes up with the favourable answers to these questions and his engine, he can probably get the hours desired—with only a few exceptions. But a top overhaul does not increase the official life or TBO of the engine.

Lycoming says it is surprised from time to time by the owners who say they top overhauled their engine at some point less than the major overhaul life for no reason other than somebody said it was a good idea. Unless the manufacturer recommends it, or there is a problem requiring a top overhaul, this is a needless cost. If the engine is healthy and running satisfactorily, then leave it alone! One other point deserves attention here: there is no substitute or cheap route to safety in the proper maintenance or correct overhaul of an engine.

Apply all of these basic nine points concerning your engine or engines and then make a decision whether to top overhaul, major overhaul, exchange engines, or continue flying.

Additional resource: www.lycoming.textron.com

CAIR Contact Information

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

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

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