

# NEW HORIZONS

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OCT 2012

## PRESIDENT'S REPORT

By Nelson Almey

The aerial spray season will be coming to an end by the time you receive this newsletter. By all reports most operators had an above average season. The cereal fungicide acres increased across the prairies but the canola fungicide applications tapered off as the hot, dry weather set in. Insect outbreaks in many prairie areas kept aerial applicators busy protecting hundreds of thousands of acres.

Rising commodity prices triggered by the blistering U.S. drought will have most producers smiling. The U.S. drought however will tighten supplies and other users will suffer. Unable to afford feed, some beef producers may have to sell their herds, which means higher meat prices. The Canadian hog industry may again be thrown into another tailspin due to rising feed prices. Given that most of the food we eat contains corn, or one of its derivatives, food prices are generally set to rise as this weather disaster works its way through the economy.

The CAAA has been busy during the season fielding calls from industry, government and the public. In May, several members were notified by Transport Canada they would be receiving a PVI audit in May/June. The CAAA questioned Transport Canada's mid-season timing of the audits and has requested a meeting with Minister Liebel, during our fall Board meeting in Ottawa, to discuss what the CAAA considers to be a severe safety issue. In addition, the CAAA Board of Directors has requested meetings with Stephen Demers, Civil Aviation Safety Inspector, Transport Canada, and Mary Mitchell, Director General, Environmental Assessment Directorate, PMRA to follow-up with on-going issues.

The CAAA Board meetings are scheduled for October 16-18, 2012 in Ottawa and during the NAAA Conference

in Savannah, Georgia Dec. 3, 2012. Please contact your provincial board representatives if anything needs to be brought to our attention. The CAAA is looking forward to a busy winter season of meetings, programs and government relations.

### *Inside:*

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- Are lower pesticide residues a good reason to buy organic? Probably not.
- Innovative Markets on the Horizon

# PROVINCIAL REPORTS

## ALBERTA

### Shaun Kinniburgh

Hello from Alberta! Harvest is well on its well way, and the crops are making their way into the bins. Most crops are looking very good this year, the bushels are up in the wheat, however, it looks like there are some disappointments in the canola acres.

Disease was everywhere this year, along with the bugs. It seemed that for a few weeks there, there wasn't enough spray planes in Canada to apply the necessary product that was being requested to put down at that time. That being said, most acres did get the protection that was needed and the application process was done safely in the end.

The bugs put a lot of pressure on operators in Central Alberta, the 'Bertha Armyworm,' being the most devastating of them all. However for Southern Alberta, it was the usual fungicide bug problem that had operators concerned.

The great thing about all the work that was done throughout the province this year was how safely everything was all done. With the drastic increase in acres that were applied by air, one would think there would be more incidents or accidents, but I guess all of our work in the off-season at the annual conventions is finally paying off. Hats off and huge congratulations to everyone for a job well done this season!

With that, I would like to remind everyone that the annual AAAA's conference is coming up in November in Red Deer and I want to encourage everyone to come. There is a lot to take in with four credit sessions taking place; it is for the betterment for both you and the industry to attend. The feedback we get from one another increases the safety and wellbeing of each other and our industry.

## SASKATCHEWAN

### Paul O'Carroll

This has been a busy season for most aerial applicators across Canada. As predicted, there was a 'bug run' as a result of the 'Bertha Armyworms' in the Canola crops, and a lot of Fungicide was applied to many crops. With the commodity prices steadily increasing, growers saw a variety of benefits when spraying crops this season. Operators were kept extremely busy in the province throughout the growing season due to the price increase.

There have been a small number of accidents in the Saskatchewan this season; luckily no major injuries have been reported. Unlike our friends south of the border, who have had forty-six ag accidents this season resulting in four fatalities.

At the 'Wings of Saskatchewan' annual conference last year I had the pleasure to meet with a journalist from the *Canadian Aviator Magazine*, Malcolm McLeod. Malcolm interviewed a few selected aerial applicators, including myself, for an article that focuses on the professionalism that is required within the industry. The article will appear in the upcoming September/October issue. He is extremely interested in writing more articles on our industry. If you would like a copy of the September/October issue of the *Canadian Aviator Magazine* contact the CAAA at 780-413-0078 or [caaa@telusplanet.net](mailto:caaa@telusplanet.net).

Another informative article I would like to draw your attention to is found in the August edition of the EAA Sport magazine. This article focuses on the highlights of our industry and the new 'Thrush Turboprop' aircraft; you can find this article link on *Yorkton Aircraft's* website entitled, "The Lowest Flying Job Anywhere." It is wonderful to see the Agricultural Aviation Industry getting so much exposure in these magazines!

## "Wings of Saskatchewan Conference"

I am looking forward to seeing all of you at our annual "Wings of Saskatchewan Conference" which is in Prince Albert, Saskatchewan this year from October 24<sup>th</sup> to 26<sup>th</sup>.

To open the conference on Tuesday morning will be the Honorable Pamela Wallin, O.C., S.O.M. She was appointed to the Senate of Canada on December 22, 2008; she is currently the Chair of the Senate's National Security & Defense Committee, serves on both the Veterans Affairs subcommittee and is also a member of the Senate's Foreign Affairs & International Trade Committee. On August 1, 2009, she was appointed an Honorary Colonel of the Canadian Air Force and serves on several corporate boards including: Porter Airlines, Gluskin Sheff & Associates, and is a member of the BMO Harris Bank Advisory Council. Pamela is now the Chancellor Emeritus of the University of Guelph, after serving as Chancellor from 2007 to 2011. Finally, following the tragic and tumultuous events of 9/11, Pamela was asked to serve her country as Canada's Consul General in New York from 2002-2006.

As the season comes to a close and things are still fresh in your mind, this is a good time to have your annual inspections done; having your inspections done now takes a load off maintenance organizations in the spring time.

Until next time...take care everybody!

## MANITOBA

### Kevin Groening

Greetings from the desert! The weather is not quite that bad, but it is sure a change from the wet weather we have been getting accustomed to here in Manitoba. Harvest season has started the earliest this season than anyone can ever remember; combining Canola in July was unheard of until this year! The yields in canola were average to poor, however, wheat and edible beans were exceptional this season. Harvesting the late crops is just getting underway and there are many indications a 'good crop' is there. Overall, everything was not too bad, considering the lack of rain we received this summer.

The spraying environment is becoming more and more challenging every year with the increasing number of obstacles in operators paths. We are currently seeing an increasing number of internet service towers here in Manitoba, and there are still plans for the Bipole III Hydro Line Project to run through some of the most productive land in the province.

It is great to hear that the season has been safe one, with no major incidences or accidents reported in the province. I hope that will continue for the later part of the remaining season. On a sad note, hearing the news of famed aviator Bob Odegaard's death was a bit of a surprise. He was a legend in the war bird world and great promoter of the aviation industry. He will be missed by many; our condolences go out to his family and close friends.

Tailwinds

## ECC

### Paul Zimmer

Greetings All!

It is the morning of September 13<sup>th</sup> in beautiful downtown Shabaqua in North-western Ontario, which is nothing more than a junction on the Trans-Canada highway. The air is cool and crisp and the clouds are unmistakably fall looking. Although we haven't had a frost yet, our cut-off to complete our forestry programs is September 15<sup>th</sup>. The competing vegetation to our conifer crop is rapidly turning to their fall colours and the foresters are concerned they are shutting down and will not take in the herbicide needed to guarantee their demise. Fortunately the morning is a calm one and we should be able to complete our remaining program hectares before the breeze comes up and put this season in the can, so to speak.

For the most part we have nothing to complain about this season. Slow and steady wins the race. No major infestations or fungal disease pressures, just the usual mix of ag and forestry work to round out the season.

Ag growers in the South and Southwest part of Ontario will be pleased with their yields. In the north ag areas and some parts East, not so much. Lack of rainfall hurt majority of crops, and yields will be disappointing. A far cry from a year ago when we had so much rain most of the winter wheat crop did not get planted. Corn fungicide acres were up this year and the ability to get the crop in the ground early allowed operators to complete the run before having to head north to complete their contracted forestry programs.

All in all I think most of the Eastern operators will be pleased with their season exempting one, a pilot who had two separate accidents on two consecutive days while

spraying crops in the Prairie Provinces. That is not to say all went smoothly and we did not have our challenges. On a personal note, very early in the season, (March), I attempted to hire a replacement pilot for an opening left by a departing pilot. This proved unsuccessful; not one qualified Canadian pilot resume, so as many before me have gone I attempted to hire a non-resident, but qualified spray pilot under the Foreign Worker Visa process. We are still waiting for Immigration to approve that Visa.

To compound the situation in July, during my last Transport Canada medical my doctor picked up a concerning blip on my ECG. In spite of my claims otherwise, my medical was quickly yanked putting our company down by two pilots. I am however pleased to say that after a battery of tests including Echo Cardiograms, Stress Tests, and Heart Monitors it has been confirmed that I did not have a heart attack and have just had my Medical reinstated; too late for the season, but better than the alternative. If that isn't enough stress to give you a medical condition I don't know what is. Somehow we did manage to get through the season with our pilot shortage, but we did lose some work over it and the helicopter that was left sitting in the hangar was sold.

The experience has certainly reaffirmed to me the shortage of qualified aerial application pilots and our industry's need to collectively do all we can to bring on, train, and mentor new pilots to fill the seats of our expanding industry, and those left vacant from those hanging up their helmets or moving on to greener pastures.

I look forward to meeting up with my fellow Canadian operators at one of our CAAA events and hearing how others fared this season over a cold one, or two.



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## TC Needs More Resources: Auditor General

By: Ken Pole

Ski Mag [Digital Copy] - May/June 2012

Transport Canada (TC) needs more human and other resources if this country is to maintain an aviation safety record which is among the best in the world, according to Auditor General Michael Ferguson.

In his latest report to Parliament, he said that while Transport clearly was trying to deal with shortcomings identified during a comprehensive audit over the past year or so, its regulatory oversight of civil aviation remained problematic.

To that end, it still needs to determine whether it has enough inspectors and other staff to do a proper job and needs to address safety issues in a more “timely” manner. Moreover, there is an obligation to “clarify” the information that carriers and others in the industry use in risk management, and a fundamental need to ensure that all staff members are current in their training.

“While Canada compares favorably with many other countries in its aviation safety record, any deterioration would significantly impact public confidence,” Ferguson’s audit

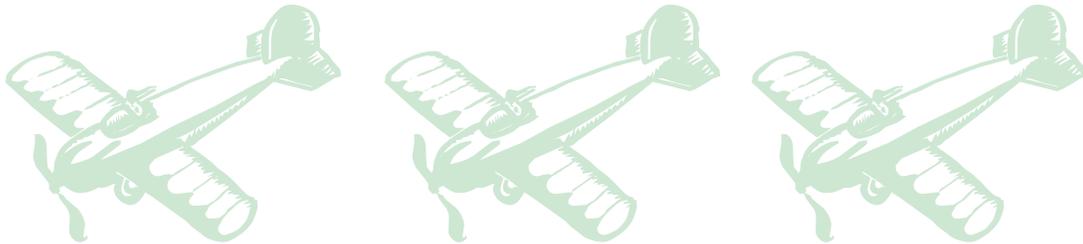
team said. An effective regulatory framework is “critical” to maintaining that good record, especially in light of International Civil Aviation Organization (ICAO) forecasts of “significant traffic growth.

Transport’s response, which was incorporated into Ferguson’s report, was that it will review its resources in 2012-2013, but that could be a challenge in light of the federal government’s determination to cut all departmental budgets by at least five per cent, and preferably twice that.

Transport also said it would be launching a new standard risk-assessment too by next August, and that it would ensure the currency of all inspectors’ training, so they and their managers would be up to date on minimum safety surveillance standards.

### CAAA 2012 Board Meeting

The CAAA Board will be holding their Fall Board Meeting in Ottawa on October 17th & 18th. They will be meeting with representatives from Transport Canada and the PMRA. If you have concerns you would like the board to address please send your issues to Jill Lane at [jill@managewise.ca](mailto:jill@managewise.ca).



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## 2013 CONFERENCE, ANNUAL GENERAL MEETING & TRADE SHOW FEBRUARY 21 – 23, 2013

### Canadian Aerial Applicators Association Scholarship

The annual CAAA Scholarship sponsored by Canadian Propeller, 4-Av Fuels, Dow AgroSciences of \$1,000.00 is offered to students of any age pursuing a post-secondary education in Canada.

The competition is open to the children, grandchildren, sons-in-law, daughters-in-law or spouse of any CAAA

operator or pilot member who maintains an active membership with the CAAA.

To qualify, CAAA membership dues must be current and up to date.

Entrants must be a high school graduate and enrolled in continuing education during the year of scholarship award.

Previous winners are not eligible to compete.

Applications will be accepted from youth of the general public providing they

are applying under the sponsorship of a CAAA Operator or CAAA Pilot Member whose membership is in good standing.

The deadline for applications is December 31, 2012. The recipient of the scholarship will be announced at the CAAA Convention in February.

The Scholarship Committee will review the applications submitted and select one student to receive the scholarship.

In the event the applications received do not meet all the criteria or lack outstanding merit, the Scholarship Committee reserves the right to not award the scholarship to anyone.

The scholarship will be paid upon proof of enrollment and completion of the school term.

The Scholarship Committee will comprise of representatives from four provincial associations and the CAAA.

In the event of a tie amongst the committee, the President of the CAAA will cast the tie-breaking vote.

Applications are required to complete a typed essay about you. Essays are required to include:

- Your relationship with the company you are applying under.
- Your education.
- Your hobbies.
- Any school or community activities you have/do participate in.
- Any volunteer work you have done in your community.
- Your work experience.
- Your goals for the future.
- Any other pertinent information about yourself.

For more information contact the CAAA Office.

### Conference Information

**Canadian Aerial Applicators Association  
2013 Conference Program  
February 21 - 23, 2012**

**The Deerfoot Inn & Casino**  
1000, 11500 – 35 Street SE, Calgary, AB  
Phone: 1 (403) 236 – 7529

#### THURSDAY, FEBRUARY 21, 2013

9:00 a.m. – 3:00 p.m.	Yorkton Aircraft Session for New Pilots
12:00 p.m. – 1:30 p.m.	Opening Luncheon Speaker: Linda Edgecombe (12:30 – 1:30 p.m.)
1:45 p.m. – 3:45 p.m.	CAIR Safety Seminar (2)
3:45 p.m. – 5:45 p.m.	Exhibits Open
6:00 p.m. – 10:30 p.m.	Icebreaker & Entertainment
11:00 p.m. – 1:00 a.m.	Hospitality Suite

#### FRIDAY, FEBRUARY 22, 2013

8:00 a.m. – 10:00 a.m.	CAAA AGM with Breakfast
10:00 a.m. – 4:00 p.m.	Exhibits Open
12:00 p.m. – 1:45 p.m.	Awards Luncheon
2:00 p.m. – 5:00 p.m.	Spouse Program
4:00 p.m. – 5:00 p.m.	Credit Session
6:30 p.m. – 7:00 p.m.	Hosted Reception
7:00 p.m. – 11:00 p.m.	Dinner & Auction
11:00 p.m. – 1:00 a.m.	Hospitality Suite

#### SATURDAY, FEBRUARY 23, 2013

8:00 a.m. – 10:00 a.m.	CAIR AGM with Breakfast
10:30 a.m. – 11:30 p.m.	Credit Session

## Speakers & Special Guests



**Linda Edgecombe**  
*Keynote Speaker for 2013*

*Linda Edgecombe, CSP, HoF* is an award winning Celebrity Humorist Speaker, Trainer and Consultant. Her footprint is seen and experienced around the world. Her mission is to get people **Fired up and Ready to Shift or Get off the Pot!** Her non BS approach is

refreshing, engaging and relevant. She is a best-selling author and her promise is to help her audiences to create powerful shifts, become more accountable and build on momentum. *Change has never been this sexy!* She energizes every room as she leads people to loosen up, lighten the load and laugh. Her audiences are motivated and show how they can shift their perspectives on life, work and themselves.

*She* has been featured in the **Wall Street Journal** as an expert in “**Shifting Perspectives**”. Currently, she is filming her reality show “Re-Set TV”, where she gives advice to busy families and out of control work teams. Her message is as welcomed as a deep belly laugh and as profound as a honest look in the mirror.



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

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



# Wayne's

### Wayne's Auctioneering Service

Wayne Kauenhofen and staff of Wayne's Auctioneering Service will be back doing our auction this year once again!

### CAAA Awards Nominations

It's that time of year again where the CAAA looks to our members to nominate their friends and colleagues for six prestigious awards. We are currently taking nominations for all six categories. The deadline for nominations is December 31, 2012. The awards will be awarded at the CAAA Convention in February.

The following six nomination categories are:

- “Award of Excellence”
- “The Jumpseat Award”
- “Wings of Agriculture Award”
- “The M.V.P Award”
- “The Ace Award”
- “The CAAA Pilot of the Year Award”

Please contact the CAAA office for nomination forms and any additional information or questions you might have with conference info.

### 2013 CAAA Conference, Annual General Meeting & Trade Show

February 21-23, 2013  
The Deerfoot Inn & Casino  
Calgary, Alberta

The Canadian Aerial Applicators Association is proud to announce the 27<sup>th</sup> Conference, Annual General Meeting & Trade Show.

Registration, sponsorship, and exhibitor registration forms are available for download at <http://www.canadianaerialapplicators.com/>. Special room rates of \$139.00 have been negotiated with The Deerfoot Inn & Casino. Call 1-877-236-5225 or register online by January 25, 2013 to receive the guaranteed room rate. Be sure to mention you are a Canadian Aerial Applicators Association delegate!

If you have any questions regarding the AGM or any other conference information please contact Shauna at 780-413-0078 or via email at [events@canadianaerialapplicators.com](mailto:events@canadianaerialapplicators.com)

# Cell Phones and Flying

By **JetAviator7**

*All Thing Aviation* – August 21, 2012

There has been a lot of press about driving and using cellphones, but now it appears there may be some evidence that using cell phones and flying may contribute to accidents as well.

On November 30<sup>th</sup> 2011, a pilot flying a Cessna 185 died in a crash about 12 miles from the Fort St. John airport in Canada. The Canadian Transportation Safety Board aviation investigation report describes the flight of the aircraft and included in its report information about the use of the pilot's cell phone for texting and voice communications for some 28 minutes during the flight.

The pilot received a text message on his cell phone to which he texted a response followed by a series of 5 cell phone conversations lasting some 28 minutes. The interesting part of this is the graph showing altitude deviations which occurred while these conversations were taking place.

To be sure this flight was ending in darkness despite the fact that the operation of this aircraft was supposed to be day vfr flight only. In addition, the pilot had accumulated 7.1 hours of flight time immediately preceding the accident, had a Commercial Pilot's Certificate and apparently also had an Instrument Rating.

The company which owned the aircraft was restricted to day vfr flights, so no night training had been provided for the

pilot. The pilot had not flown during the preceding 30 days, but was current and met all of the applicable regulations at the time of the accident.

It was determined that for some unknown reason the pilot descended over sparsely settled terrain at night too low or was unaware of the surrounding terrain and crashed 2400 feet above sea level. There was some speculation that spatial disorientation may have contributed to the accident.

The Canadian Transportation Safety Board issued the following findings as a risk:

“Findings as to risk...Pilots who engage in non-essential text and voice cell phone communications while conducting flight operations may be distracted from flying the aircraft, placing crew and passengers at risk.

When cockpit or data recordings are not available to an investigation, this may preclude the identification and communication of safety deficiencies to advance transportation safety.”

As pilots we need to be vigilant at all times and avoid any unnecessary distractions for the task at hand, and this accident should be a wakeup call to anyone who uses their cell phone for texting or calling while flying their aircraft.

A pilot in command is responsible for the safety of passengers, crew and aircraft at all times regardless of conditions, and any distraction which takes our attention away from the task should be avoided at all costs.

## CAAA 2013 Membership Renewals

The 2013 CAAA Membership renewals will be going out the beginning of December. Please ensure that all information is correct as the information posted on your renewal will be the information included in the directory. If you have any changes to your contact information please notify the office at [caaa@telusplanet.net](mailto:caaa@telusplanet.net). Membership renewals can be processed online at <http://store.canadianaerialapplicators.com/> starting December 1, 2012.

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# First AT502B Retrofit Seatbelt Airbag Installed in Canada

by Allison Finnamore  
*FCC Express* – September 14, 2012

Wheat and flax producers in Manitoba may soon have a new market for their crops.

The Composites Innovation Centre is working on developing a Canadian-sourced industrial alternative to plastics and fibreglass -- like wheat, hemp and flax fibres combined with resins.

As well, Prairie Pulp & Paper Inc. is continuing research and development for its chlorine-free and sulphur-free paper made entirely from Manitoba wheat and flax straw -- a step towards tree-free paper.

Both projects received funds totaling \$1.2 million from the federal Growing Forward program under the Agricultural Innovation Program.

“These projects will address a growing demand for environmentally sustainable products, create jobs, and give a boost to Manitoba wheat, hemp and flax farmers by creating a new market for crop waste that would have otherwise been burnt,” says Joyce Bateman, the member of Parliament for Winnipeg South Centre.

Sean McKay, executive director of the Composites Innovation Centre, says the company will now work to determine the properties of natural fibres that are essential for their adoption by industry. The federal funding will also be used to continue work on future sales.

“It also assists in building upon our previous work in further developing commercial opportunities using locally grown natural materials for aerospace and bus applications as well as novel musical instruments,” McKay says.

Prairie Pulp & Paper Inc. says its goal is the construction of North America’s first mill for wheat and straw-based paper production. Company president Jeff Golfman says today, the company’s straw-based copy paper, with 80 per cent less forest fibre than traditional paper, is available to Canadian consumers and businesses.

“(It’s) the first paper of its kind to hit shelves in North America, and the first step toward meeting more of our paper needs from straw,” Golfman says. “The paper is currently being made outside of Canada and our goal is to establish a market that will support our plans to build a new state-of-the-art facility in the Canadian Prairies, which will in turn enable us to produce this straw paper with an even smaller footprint and lower cost.”



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# Thrush 510G awarded type inspection authorization from FAA

**Reprinted from: AgAir Update  
Fall 2012**

## **Event marks another key milestone on road to final certification**

(Albany, GA) – Thrush Aircraft announced that the Federal Aviation Administration had issued Type Inspection Authorization (TIA) for the new Thrush 510G. This authorization allows final FAA flight-testing to begin, and is typically the last primary step prior to full aircraft certification.

The flight tests are expected to take place over two days in September, and the data collected will be combined with other technical information and analysis already submitted in order to pave the way for final type certification.

“This is a major milestone for our 510G program” said Payne Hughes, president of Thrush Aircraft, “and one we’ve worked very hard to reach. The 510G is simply an outstanding aircraft, and we’re looking forward to getting final FAA flight testing underway, and to getting aircraft certification in hand, so our customers can begin to experience what a terrific workhorse this airplane is going to be.”

The Thrush 510G is powered by the new GE H80 turbine engine, and is the first production aircraft to utilize the highly anticipated new power plant. The new 510G has been the topic of two recent major editorial features by well-known industry publications, and the company has received several deposits for

deliveries as soon as certification is received. The 510G will be available in both single and dual cockpit configurations.

Based upon the legendary Thrush 510 airframe, the new Thrush 510G will have a hopper capacity of 510 gallons and a gross weight of 10,500 pounds. With GE’s new H80 engine up front, the 510G is expected to bring a new level of performance to agricultural operations – from enhanced hot and high performance, to higher cruise speeds and increased fuel efficiency over other aircraft in the category.

Like all Thrush 500-Series aircraft, the new 510G features a wing spar life of more than 29,000 hours, with no mandatory inspections of the spar required. Additional features include a tubular steel fuselage and cockpit roll cage, removable fuselage skins, and chromate treated aluminum surfaces for corrosion prevention – all designed to maximize pilot safety, reduce maintenance, and enhance aircraft productivity.

### **About Thrush Aircraft Company**

Headquartered in Albany, Georgia, Thrush Aircraft manufactures a full range of aerial application aircraft used in agriculture, forestry and fire fighting roles worldwide. Founded in 2003, Thrush is well-known for building the most durable aircraft in the aerial application industry, as well as the best flying – from both pilot and operator perspectives. All Thrush models provide superb visibility, light control response, and a high degree of maneuverability and speed, along with superior efficiency and

## **CAAA Mentorship Program**

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:

Jon Bagley	Bus: 204-763-8998	Cell: 204-729-7723
Matt Bestland	Bus: 204-736-2476	Cell: 204-771-1980
Allan Denesowych	Bus: 306-786-7007	
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
Clarion Seib	Bus: 306-786-6072	Cell: 306-621-7171
Wayne Silzer	Bus: 306-598-2033	Cell: 306-231-7109

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

low direct operating costs. Today there are more than 2,000 Thrush aircraft operating in some 80 countries around the world.

### **About the new GE H-80 turbine engine**

The H80 turbine engine is built by GE Aviation, an operating unit of General Electric.

The H80 combines the robust design of GE's highly regarded M601 engine family, with 3-D aerodynamic design techniques

and advanced materials to create a more powerful, fuel-efficient, durable engine compared with the original M601. In addition, the H80 requires with no recurrent fuel nozzle inspections and no hot section inspection. The H80 engine will also feature an extended service life of 3,600 flight hours or 6,600 cycles between overhauls. There are more than 1,600 GE M601 engines in service today, in business and general aviation, and these engines have accumulated a more than 17 million flight hours to date.

## **P&WC aftermarket focus: speed and keeping customers' operating costs low**

### **Reprinted from: AgAir Update Fall 2012**

DALLAS, TEXAS--- MRO Americas - By organizing its operations around customers' needs and their locations, Pratt & Whitney Canada (P&WC) has built a unique global aftermarket service capability that responds 24/7 virtually anywhere in the world, according to Raffaele Virgili, vice-president, customer service, speaking here today at a business aviation MRO session MRO Americas 2012. Pratt & Whitney Canada is a United Technologies Corp. (NYSE:UTX) company.

"Pratt & Whitney Canada's customer service network counts more than 2,200 people located around the world and thousands more from our network of designated overhaul and repair facilities," said Virgili, "all with the singular purpose of keeping our customers in the business of flying."

He noted that P&WC has 11 repair and overhaul facilities, 18 Designated Overhaul Facility locations, 5 Parts Distribution Centres, 200 Mobile Repair Teams and in collaboration with FlightSafety International, 12 customer training locations all strategically located around the globe. This is in addition to the company's CFirst customer contact centre which handles 120,000 customer contacts every year. If rapid response is Virgili's first priority, then saving money for his customers is his second.

"We see ourselves as our customers' business partner," he said, "so it's only natural for us to want to help them keep their operating costs down." He noted that the company has introduced specialized maintenance programs for high-time engines increasing both their life and reliability. P&WC has developed best maintenance practices and routinely shares these practices with customers through an outreach program that includes customer webcasts.

"Customers consistently tell us that when it comes to their aircraft engines they want peace of mind," said Virgili. "And they find just that in our Eagle Service(TM) Plan, which offers worry free maintenance on a pay-by-hour basis. We have more

than 1500 operators and their engines from around the world participating in the program."

### **About Pratt & Whitney Canada**

Founded in 1928, and a global leader in aerospace, Pratt & Whitney Canada (P&WC) is shaping the future of business aviation with dependable, high-technology engines. Every second, a P&WC-powered aircraft takes off or lands somewhere in the world. P&WC's engines, with close to 600 million hours in the air, are the industry benchmark for innovative design, dispatch reliability, operating economics and easy maintenance. P&WC is firmly committed to ensuring that its products are designed, produced and operated while minimizing environmental impacts throughout their life cycle.

There are currently more than 49,000 P&WC engines in service on more than 28,000 aircraft operated by some 10,200 operators in 200 countries. The most extensive support network in the industry, which includes more than 30 company-owned and designated service facilities, supports this global fleet.

P&WC has been taking front-line services to the next level with its Customer First Centre (CFirst). CFirst brings together a multidisciplinary and multilingual support team to resolve issues so that customers can return to service quickly. CFirst handles more than 120,000 contacts every year

Based in Longueuil, Quebec (Canada), P&WC is a United Technologies Corp. company (NYSE:UTX). UTC is a diversified company providing high-technology products and services to the global aerospace and building industries.

### **CAIR Fall Board Meeting**

The CAIR Board will be meeting October 15<sup>th</sup> in Winnipeg, MB, to review the 2012 season. If you have any issues you wish discussed at the board meeting please contact Bob Morse at (204) 223-7660 or Jill Lane at [jill@managewise.ca](mailto:jill@managewise.ca)

# Are lower pesticide residues a good reason to buy organic? Probably not.

Christie Wilcox  
September 24, 2012

Reprinted excerpts from Scientific American  
To view entire article: <http://blogs.scientificamerican.com/science-sushi/2012/09/24/pesticides-food-fears/#respond>

A lot of organic supporters are up in arms about the recent Stanford study that found no nutritional benefit to organic foods. Stanford missed the point, they say—it's not about what organic foods have in them, it's what they don't. After all, avoidance of pesticide residues is the #1 reason why people buy organic foods.

Yes, conventional foods have more synthetic pesticide residues than organic ones, on average. And yes, pesticides are dangerous chemicals. But does the science support paying significantly more for organic foods just to avoid synthetic pesticides? No.

## A Pesticide Is A Pesticide

I'm not saying that pesticides, herbicides, and insect repellants aren't toxic. I certainly wouldn't recommend drinking cocktails laced with insect-repelling chemicals, for without a doubt, they can be bad for you. Pesticide exposure has been linked to all kinds of diseases and conditions, from neurodegenerative diseases like Parkinson's to cancer. What we do know, though, is that natural isn't synonymous with harmless. As a 2003 review of food safety concluded, "what should be made clear to consumers is that 'organic' does not equal 'safe'."

I've said it before and I'll say it again: there is nothing safe about the chemicals used in organic agriculture. Period. This shouldn't be that shocking – after all, a pesticide is a pesticide. "Virtually all chemicals can be shown to be dangerous at high doses," explain scientists, "and this includes the thousands of natural chemicals that are consumed every day in food but most particularly in fruit and vegetables."

There's a reason we have an abundance of natural pesticides: plants and animals produce tens of thousands of chemicals to try and deter insects and herbivores from eating them. Most of these haven't been tested for their toxic potential, as the Reduced Risk Program of the US Environmental Protection Agency (EPA) applies to synthetic pesticides only. As more research is done into their toxicity, however, we find they are just as bad as synthetic pesticides, sometimes worse. Many natural pesticides have been found to be potential – or serious – health risks, including those used commonly in organic farming.

Organic pesticides pose the same health risks as non-organic ones. No matter what anyone tells you, organic pesticides don't just disappear. Rotenone is notorious for its lack of degradation, and copper sticks around for a long, long time. Studies have shown that copper sulfate, pyrethrins, and rotenone all can be detected on plants after harvest—for copper sulfate and rotenone, those levels exceeded safe limits. One study found such significant rotenone residues in olives and olive oil to warrant "serious doubts...about the safety and healthiness of oils extracted from drupes treated with rotenone." Just like with certain synthetic pesticides, organic pesticide exposure has health implications—a study in Texas found that rotenone exposure correlated to a significantly higher risk of Parkinson's disease. The increased risk due to Rotenone was five times higher than the risk posed by the synthetic alternative, chlorpyrifos. Similarly, the FDA has known for a while that chronic exposure to copper sulfate can lead to anemia and liver disease.

So, if you're going to worry about pesticides, worry about all of them, organic and synthetic. But, really, should you worry at all?

## You Are What You Eat? Maybe Not.

We know, quite assuredly, that conventionally produced foods do contain higher levels of synthetic chemicals. But do these residues matter?

While study after study can find pesticide residues on foods, they are almost always well below safety standards. Almost all pesticides detected on foods by the USDA and independent scientific studies are at levels below 1% of the Acceptable Daily Intake (ADI) set by government regulators. This level isn't random – the ADI is based on animal exposure studies in a wide variety of species. First, scientists give animals different amounts of pesticides on a daily basis throughout their lifetimes and monitor those animals for toxic effects. Through this, they determine the highest dose at which no effects can be found. The ADI is then typically set 100 times lower than that level. So a typical human exposure



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that is 1% of the ADI is equivalent to an exposure 10,000 times lower than levels that are safe in animal models.

Reviews of the negative health effects of pesticides find that dangerous exposure levels don't come from food. Instead, non-dietary routes make for the vast majority of toxin exposures, in particular the use of pesticides around the home and workplace. Your home probably contains more pesticides than you ever imagined. Plastics and paints often contain fungicides to prevent mold—fungi that, by the way, can kill you. Your walls, carpets and floors also contain pesticides. Cleaning products and disinfectants contains pesticides and fungicides so they can do their job. Ever used an exterminator to get rid of mice, termites, fleas or cockroaches? That stuff can linger for months. Step outside your house, and just about everything you touch has come in contact with a pesticide. Insecticides are used in processing, manufacturing, and packaging, not to mention that even grocery stores use pesticides to keep insects and rodents at bay. These chemicals are all around you, every day, fighting off the pests that destroy our buildings and our food. It's not surprising that most pesticide exposures doesn't come from your food.

While it might seem that decreasing exposure to pesticides in any way could only be good for you, toxicologists would differ. Contrary to what you might think, lower exposure isn't necessarily better. It's what's known as hormesis, or a hormetic dose response curve. There is evidence that exposure to most chemicals at doses significantly below danger thresholds, even pesticides, is beneficial when compared to no exposure at all. Why? Perhaps because it kick starts our immune system. Or, perhaps, because pesticides activate beneficial biological pathways. For most chemicals, we simply don't know. What we do know is that data collected from 5000 dose response measurements (abstracted from over 20,000 studies) found that low doses of many supposedly toxic chemicals, metals, pesticides and fungicides either reduced cancer rates below controls or increased longevity or growth in a variety of animals. So while high acute and chronic exposures are bad, the levels we see in food that are well below danger thresholds may even be good for us. This isn't as surprising as you might think—just look at most pharmaceuticals. People take low doses of aspirin daily to improve their heart health, but at high chronic doses, it can cause anything from vomiting to seizures and even death. Similarly, a glass of red wine every day might be good for you. But ten glasses a day? Definitely not.

### **No Need To Fear**

To date, there is no scientific evidence that eating an organic diet leads to better health.

If dietary exposure to pesticides was a significant factor in cancer rates, we would expect to see that people who eat more conventionally grown fruits and vegetable have higher rates of cancer. But instead, we see the opposite.

People who eat more fruits and vegetables have significantly lower incidences of cancers, and those who eat the most are two times less likely to develop cancer than those who eat the least. While high doses of pesticides over time have been linked to cancer in lab animals and in vitro studies, “epidemiological studies do not support the idea that synthetic pesticide residues are important for human cancer.” Even the exposure to the persistent and villainized pesticide DDT has not been consistently linked to cancer. As a recent review of the literature summarized, “no hard evidence currently exists that toxic hazards such as pesticides have had a major impact on total cancer incidence and mortality, and this is especially true for diet-related exposures.”

“There is currently no evidence to support or refute claims that organic food is safer and thus, healthier, than conventional food, or vice versa. Assertions of such kind are inappropriate and not justified,” explain scientists. Neither organic nor conventional food is dangerous to eat, they say, and the constant attention to safety is unwarranted. Worse, it does more harm than good. The scientists chastise the media and industry alike for scaremongering tactics, saying that “the selective and partial presentation of evidence serves no useful purpose and does not promote public health. Rather, it raises fears about unsafe food.”

If you don't want to listen to those people or me, listen to the toxicologists, who study this stuff for a living. When probed about the risk that different toxins pose, over 85% rejected the notion that organic or “natural” products are safer than others. They felt that smoking, sun exposure and mercury were of much higher concern than pesticides. Over 90% agreed that the media does a terrible job of reporting the about toxic substances, mostly by overstating the risks. They slammed down hard on non-governmental organizations, too, for overstating risk.

### **What's in a Name?**

There's good reason we can't detect differences between organic and conventional diets: the labels don't mean that much. Sure, organic farms have to follow a certain set of USDA guidelines, but farm to farm variability is huge for both conventional and organic practices. As a review of organic practices concluded: “variation within organic and conventional farming systems is likely as large as differences between the two systems.”

The false dichotomy between conventional and organic isn't just misleading, it's dangerous. Our constant attention to natural versus synthetic only causes fear and distrust, when in actuality, our food has never been safer. Eating less fruits and vegetables due to fear of pesticides or the high price of organics does far more harm to our health than any of the pesticide residues on our food.

Continued from page 13

Let me be clear about one thing: I'm all for reducing pesticide use. But we can't forget that pesticides are used for a reason, too. We have been reaping the rewards of pesticide use for decades. Higher yields due to less crop destruction. Safer food because of reduced fungal and bacterial contamination. Lower prices as a result of increased supply and longer shelf life. Protection from pests that carry deadly diseases. Invasive species control, saving billions of dollars in damages—and the list goes on. Yes, we need to manage the way we use pesticides, scrutinize the chemicals involved and monitor their effects to ensure safety, and Big Ag (conventional and organic) needs to be kept in check. But without a doubt, our lives have been vastly improved by the chemicals we so quickly villainize.

If we want to achieve the balance between sustainability, production outputs, and health benefits, we have to stop focusing on brand names. Instead of emphasizing labels, we need to look at different farming practices and the chemicals involved and judge them independently of whether they fall under organic standards.

In the meantime, buy fresh, locally farmed produce, whether it's organic or not; if you can talk to the farmers, you'll know exactly what is and isn't on your food. Wash it well, and you'll get rid of most of whatever pesticides are on there, organic or synthetic. And eat lots and lots of fruits and vegetables—if there is anything that will improve your health, it's that.



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## Innovative Markets on the Horizon

by Allison Finnamore  
FCC Express – September 14, 2012

Wheat and flax producers in Manitoba may soon have a new market for their crops.

The Composites Innovation Centre is working on developing a Canadian-sourced industrial alternative to plastics and fiberglass -- like wheat, hemp and flax fibres combined with resins.

As well, Prairie Pulp & Paper Inc. is continuing research and development for its chlorine-free and sulphur-free paper made entirely from Manitoba wheat and flax straw -- a step towards tree-free paper.

Both projects received funds totaling \$1.2 million from the federal Growing Forward program under the Agricultural Innovation Program.

“These projects will address a growing demand for environmentally sustainable products, create jobs, and give a boost to Manitoba wheat, hemp and flax farmers by creating a new market for crop waste that would have otherwise been burnt,” says Joyce Bateman, the member of Parliament for Winnipeg South Centre.

Sean McKay, executive director of the Composites Innovation Centre, says the company will now work to determine the properties of natural fibres that are essential for their adoption by industry. The federal funding will also be used to continue work on future sales.

“It also assists in building upon our previous work in further developing commercial opportunities using locally grown natural materials for aerospace and bus applications as well as novel musical instruments,” McKay says.

Prairie Pulp & Paper Inc. says its goal is the construction of North America's first mill for wheat and straw-based paper production. Company president Jeff Golfman says today, the company's straw-based copy paper, with 80 per cent less forest fibre than traditional paper, is available to Canadian consumers and businesses.

“(It's) the first paper of its kind to hit shelves in North America, and the first step toward meeting more of our paper needs from straw,” Golfman says. “The paper is currently being made outside of Canada and our goal is to establish a market that will support our plans to build a new state-of-the-art facility in the Canadian Prairies, which will in turn enable us to produce this straw paper with an even smaller footprint and lower cost.”

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