



**CANADIAN AERIAL
APPLICATORS ASSOCIATION**

NEW HORIZONS

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PRESIDENT'S REPORT Mike Alarie

On behalf of the Board and the membership, I wish to thank Jason Lazenby and Collin Bevan for their dedication and hard work having recently completed their two-year term as Directors. CAAA continues to thrive on account of the leadership skills and dedication by passionate individuals who continue to serve or have served on the Board. We wish you both the very best and will look forward to your ongoing involvement in the Association.

We are also very pleased to welcome Saskatchewan and Alberta's representatives Chad Vanderbyl and Tom Kinniburgh to the CAAA Board. We anticipate that your skills and experience will be an asset and we look forward to working alongside each of you.

I extend my sincerest congratulations to Shauna Prokopchuk on being named the recipient of the Syngenta Leadership Program – an in depth training program that will be held in Washington, DC. The five-day course aims to refine communication and leadership skills of all who attend and serves as a tremendous platform for networking opportunities. Shauna...enjoy the experience!

The 702 Risk Assessment Committee work is now complete. At this point, the report shall be reviewed by a number of individuals within Transport Canada in Ottawa and will take into consideration it's potential impact on Commercial Flight Standards. From that point, recommendations will be sent to the Regulatory Steering Committee where it will seek confirmation or direction on the way forward. We expect an update early in the New Year.

The CAAA continues to work on a number of files including a generic TDG Manual for the members and a Best Practices Fact Sheet. We continue to engage stakeholders and aim to complete these items in time for the February Conference.

Inside


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The 2018 CAAA AGM and Annual Conference will be held in Winnipeg February 22-24th. This is the premier event for the aerial application industry in Canada. Members and attendees come to this professional event for all manner of different reasons. For some, it's about satisfying professional development needs or requirements while for others it's about stepping outside the work environment for a few days to generate new ideas and perspectives. Others come to consume specific types of content and get access to certain speakers, while still more come for the camaraderie and the opportunity to connect with peers and staff who have become friends.

Whether you plan come for the content or come for the community, members and attendees gain personal and professional growth by connecting with peers and the top minds in the space, recognizing each individual is a vital component to the success of the association and the profession. Your attendance at the CAAA Winnipeg Conference allows you to lend your voice to the conversation, share your ideas and be an integral part of moving our community forward. For those of you keeping track, there will be a nine credit sessions offered at the conference. So please mark your calendar and come join us in Winnipeg February 22-24th. I hope to see you all there!

In closing, I hope the Christmas holidays will give you ample opportunity to relax and to spend some quality time with your family and friends. We all need to recharge our batteries after another busy and very successful year. Best wishes and success to all in 2018!

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PROVINCIAL REPORTS

ALBERTA

Darren Tiede

Here I go again, I find myself back in the president's chair at the 4A's after a 20year break... how time flies, pun intended. Alberta operators while few in number have always impressed me that when it is their turn serve our industry through a presence on all the different levels of boards. They make sure all the seats get filled. Thanks to all those who have served, and those that haven't, give it a try you will find it a worthwhile endeavor trying keep our industry viable in future. A special thanks to Jason Lazenby who has finished his stint as 4A's prez and CAAA director, and has certainly done his fair share in the past few years. Thanks also to his family for sharing him with us, that too is a big commitment worth noting.

Our early November AGM was well attended and feedback was positive. We are always looking for topics of interest so we encourage any input from our members if they have a topic they want to see on the agenda. One change we made this year was to offer an invitation to our banquet to any retired "alumni" of the 4A's. We had a couple former members show up for the dinner and it was nice to renew old acquaintances'. All members are encouraged to extend an invitation to next years banquet if you bump into someone who has been a past member.

As I am sure you are aware John Fehr passed away this summer, leaving a young family to mourn. As a small token, 100% of the 50/50 proceeds at our gathering were sent to his family. John was a well-respected member and very much missed.

Issues on our plate going forward:

Windmills. Looks like government policy is kicking into high gear on this file, new projects moving forward looks like many hundreds of new windmills in our future and all in prime farming

territory. We will try and develop a coherent message that our industry needs to be a factor in planning where these things pop up.

Changes to OH&S legislation will have impacts on our relationships with employee's. Are looking for ways to help educate our members to make compliance easier.

Our carbon tax is set to increase by nearly 50% Jan.1. Farmers and custom ground applicators are exempt so it leaves us between a rock and a hard place. We have been reaching out to government to plead our case with no response, go figure.

Some pretty heavy topics above. In spite of it all we will carry on doing what we do because we love it!

The birds are in the roost, just returned from Savannah so the fall meeting season is over, and the phone rings less these days with the usual business stuff. So it's time to unplug and enjoy the fruits of our labor and appreciate those around us for helping us do what we do. Merry Christmas and may 2018 be a safe and successful New Year.

SASKATCHEWAN

Ted Anderson

Greetings from Saskatchewan! This is my first report as President of the SAAA and reporting for Saskatchewan on the CAAA board. We held our AGM in Moose Jaw in Conjunction with the Saskatchewan Aviation Council at the Wings of Saskatchewan Conference on November 1-3. Chad Vanderbyl was elected as Vice President for a two year term and is our new rep on the CAAA Board. The conference was well attended and we were delighted to be provided with a guided tour of the Military Training Base. We had two days of informative CEC sessions which

included an overview of the new CRM regulations by Brian Shaw who is an instructor at Sask. Polytechnic and a Pilot for Sask. Air Ambulance. We may be required to provide CRM training for all our employ's including those that sweep the floors prior to employment.

Harvest finished early for most of us in Saskatchewan with extremely dry conditions with the fire hazard extreme. Fires were threatening Southwest Saskatchewan when we were in Ottawa for our Fall Board meeting in October. The crops were relatively good considering the lack of rainfall since there were excellent reserves from last year. We will definitely need snow before spring or rain next summer. Everyone was optimistic still however at the NAAA in Savannah Georgia for next year. There will be several new turbine aircraft being imported once again this winter.

I look forward to seeing everyone at the Fairmont in Winnipeg for the CAAA Annual Conference in February. Rumour has it that there will be Palm trees and sand and the weather will be balmy!

ECC

Paul Zimmer

Having just returned from the NAAA in Savannah and with year-end quickly approaching we are well into our heavy maintenance programs that will take us into the New Year. At first glance 2018 appears to be shaping up to a very busy season. That will require all our equipment and aircraft, and pilots be fully serviceable.

On the operational side we are at a near standstill but there is very little time to sit back and relax with our feet up. Budworm in Quebec and New Brunswick continues to grow and subject to available budgets, increases

in manpower and equipment will be required to meet the challenge on both Provincial and Privately owned forests . In Ontario small pockets of Cankerworm, Gypsy Moth, and the Forest Tent Caterpillar may present spring opportunities although surveys have yet to be completed and Virus has played a role in reducing populations in some areas. Agriculture is always subject to market and weather conditions so you never know how much work will be there but you have to be ready, willing, and available.

At this time of year I like to take stock of how our safety record fared individually and collectively and to the best of my knowledge I am pleased to say no ECC member experienced any accidents or major incidents. Congratulations to all. That is in spite of what I would consider this season to be a very compacted and busy season stretching operator resources to the limit.

I would like to share with you a personal story that our company has been dealing with for over 4 years and something as pilots and operators we are all at risk of. During execution of our corn fungicide program we received a complaint from the OMOECC that one of our pilots may have had a drift causing some spray landing on a vehicle that was travelling on a road that was adjacent to the field that had been sprayed. Questions were asked, records were provided but nothing came of the complaint until days before the 2 years legal statute limit to lay charges had expired under the Pesticide Act. The charge in layman's terms claimed that we applied a Pesticide in a manner that would or could cause material discomfort to a person, or persons greater than would be experienced had we applied the Pesticide correctly. Another year went by waiting for the trial date to arrive when shortly before the trial date Zimmer Air was offered a plea bargain by the Crown in which we would plead guilty to the charges and pay a \$10,000 fine. Nowhere in the plea

bargain was the pilot required to plead guilty to anything. He got to walk away free and clear and the company would accept 100 % responsibility for his actions or any potential shortcomings in the aerial application that had occurred. I politely declined and started to prepare for our day in court. The trial however took 3 full days over a 1& 1/2 year period which fortunately for Zimmer Air resulted in a Not Guilty verdict.

Zimmer Air Services did admit guilt in that we applied the pesticide at a lower than the full water label rate. Instead of 5 gallons per acre we applied it at 4 gallons. There are 3 other helicopter companies and a number of airplane companies working in the same area so it is a very competitive business. Our competitors routinely use 1 gallon/acre with the Electrostatic Boom to 3 Gallons with conventional boom and nozzle equipment. The MOE are well aware who is spraying at these very low rates but chooses to turn a blind eye until charges are laid for some contravention of the Pesticide Act and it then becomes a major point in their prosecution.

The local MOE pesticide specialist was approved by the Crown to be the Expert Witness but it was clear to me that she did not have credentials to support the claim relating to aerial applications. Approving aerial application spray permits under the arduous Ontario system does not make you an aerial application expert. I have never seen her at a CAAA or similar conference nor had she had any specific training to aerial applications. She admitted such to the judge but felt her education, experience and training at other conference events was sufficient to qualify her as an Expert in Aerial Application. It was also not deemed to be a conflict of interest in that she was the person that recommended charges be laid. In trial much was made of this fact that we did not apply the product using the minimum water volume and how this could increase the material discomfort to someone that may have been exposed to the spray. There

was absolutely no evidence to support that claim but the judge ate it up. The pesticide that was being sprayed was Headline; and in fact the exact same product is registered as Headline in the USA at the same concentration, but the total minimum application rate is 2 US gallons per acre. Obviously spray trials were required by the EPA in the USA at this 2gal/acre rate and was approved for its safe use at that rate.

I have a couple of take aways from this experience. First, as an operator I felt we were meeting our due diligence in the training and oversight of our pilots, and had the documentation to prove it. Short of having a company check pilot or supervisor riding along with every pilot I don't know what more we could have done. Yet no training records were ever requested or considered in the prosecution of the Company. As the Company holding the Pesticide Operator Certificate, we were the guilty party allowing our pilot to contravene a regulation under the Pesticide Act be it intentional, or accidental. Secondly we as operators have all been lulled into complacency believing that we can apply pesticides below their rate with impunity. Rest assured it will be used as evidence by the crown to help secure a conviction even if it was not materially significant in the cause of the charge. And finally, litigation is expensive, time consuming, and stressful. I don't recommend it!

Have a great holiday break this Christmas season. Collectively we will need all the rest and focus we can muster to meet the ever-increasing challenges of this difficult and scrutinized career path we have chosen.

The Importance of Training in the Dicamba Age

By Eric Sfiligoj, *Crop Life*

As the problem of herbicide-resistant weeds has expanded across the country, crop protection product/seed companies have come up with numerous new options for custom applications and their grower-customers to fight back. One of the most promising, according to many experts, is the new dicamba-resistant cropping systems now being made available. These began appearing across the nation's fields at the beginning of the 2017 planting season.

However, even before their formal introduction to the agricultural marketplace, some weed scientists were issuing warnings about their possible misuse in the field. "The dicamba option is coming, there's no question about it," said Dr. Kevin Bradley, Associate Professor at the University of Missouri, speaking at the Wisconsin Crop Production Association annual meeting back in January 2017. "But it's another question altogether whether we can steward this technology, and time will tell if that's true or not."

Bradley went on to point out that "very low levels of dicamba will cause damage to other crops," pegged at 1/30,000th of the labeled rate by most experts. "And we've already seen this kind of damage in the bootheel of Missouri in 2016, where approximately 45,000 acres of soybeans were affected by dicamba applications," he said.

Fast forward to the middle of 2017 and more dicamba damage has been reported. In particular, the states of Missouri, Arkansas, and Tennessee received multiple complaints from growers of suspected dicamba damage to their crops. In fact, according to Extension experts, more than 3.1 million U.S. acres have likely suffered such dicamba-related crop damage this year, which would represent 3.5% of all planted soybean acres throughout the country.

To make certain custom applications and growers were equipped to properly apply on these dicamba-resistant crop acres, the major suppliers in the field — Monsanto, BASF, and DowDuPont — have spent the better part of late 2016 and early 2017 hosting training programs across the country. One such instructor was Dr. Mark Hanna, Extension Agricultural Engineer at Iowa State University. Speaking this past February at the Ohio AgriBusiness Association annual meeting on behalf of BASF, Hanna pointed out that the company had determined from user surveys that some form of formal dicamba training would be the key to using this technology correctly.

"If we are going to be good stewards of these new products, we have to know now how they will fit into the existing application systems we already have out there, and if we will make significant changes for them to work for us," said Hanna.

The Label is the Law

According to Chris Weed, a representative for KOVA of Ohio, one of the first keys for proper application training for dicamba and other auxin herbicides is paying close attention to the label instructions. "The label is the law, I've often told people in this industry, but that's never been more true than with these products," says Weed. "If something isn't listed on the label for use with the dicamba you are applying, and you decide to add it without checking, you've violated the label and will be held accountable for the consequences."

The University of Missouri's Bradley agrees with this point, adding that these new labels are different than ones that have come before them. "Concerns about drift led the U.S. EPA to issue time-limited registrations for the auxin herbicides dicamba and 2,4-D of two years and five years, respectively," he said, with dicamba's label set to expire in November 2018. "Unless growers show they can use these herbicides as labeled, the registrations could easily be revoked."

Besides paying extra close attention to the label, custom applicators/growers applying dicamba also need to re-train themselves regarding weather conditions. According to Bradley, there are strict label limits on wind speeds (between 3 and 10 mph) and weather conditions at the time of application to reduce the danger of auxin herbicide spray droplet and vapor drift. "Most people are familiar with spray droplet drift but vapor drift is the movement of a pesticide in the form of gas or vapor during or after application," he said. "During periods of high temperatures and low humidity, vapor drift of auxin herbicides can occur up to three days after application."

For this reason, Bradley said application of auxin herbicides such as dicamba should be avoided during temperature inversions, which are typically characterized by clear, cloud-free evenings with calm air followed by dew or low-lying fog that forms in the morning. "When vapor containing the herbicide active ingredient becomes suspended in the stable air mass, it can drift miles away from the intended target," he said.

As for the sprayer equipment itself, one of the most important aspects for auxin herbicide applications is thorough clean-out. "Keeping the sprayer completely clean after dicamba applications is a must because it only takes a minute amount of dicamba left in the machine to gut crop yields since it's a growth regulator," said Iowa State's Hanna. "And by total clean-out, I mean everything, including screens, strainers, dead spots at the end of the boom, and the exterior."

For tank clean-out of a sprayer that has applied an auxin herbicide, Hanna recommended that applicators and growers use a triple-rinse approach — a good flush with water, followed

by a second rinse using a commercial detergent for at least 15 minutes, and finished with another rinse of clean water.

Using a Work-Horse

However, in the detergent phase of the clean-out, applicators/growers can't use products that contain ammonia, since experts say they can break down the chemical bonds in modern dicamba formulations into their acid forms. Instead, products such as Work-Horse from Atlantic-Pacific Agricultural, Inc. are recommended since they are made without ammonia, chlorine, alcohol, or bleach.

"Work-Horse has a proprietary formulation that is more than a detergent-based tank cleaner," says Joe Brennan, Product Development Manager for Atlantic-Pacific Ag. "It has detergents, surfactants, sequestering agents, and polymers to not only clean, but keep particles suspended in solution for easy flow from the tank. This keeps residue from staying/sticking to tank walls."

Regardless of how much training custom applicators and growers receive on using these new products in their machines

and fields, KOVA of Ohio's Weed says that correct application will also require a mind-set change as well. "Many times, I've known people in this business who've had the attitude that everything will be okay, no matter what they do," he says. "But I'm telling you — if we do this with this technology, we won't keep it. And if this goes away, what will we do about the resistant weeds problem? Look at how long it took to get this technology!"

The University of Missouri's Bradley said something similar during his speech back in January. "This dicamba thing is a real game-changer in application," he said. "But it's nothing like when glyphosate-resistant crops were introduced back in the mid-1990s and it can't be treated the same way or there will be major problems. My message here today is simple — if I can scare you a little to realize that this is very different and needs to be treated as such, then that's exactly what I'm trying to do!"

Study Finds Drones More Damaging Than Bird Strikes to Planes

Researchers say drones that hit large planes can cause more damage than birds of the same size

By The Associated Press

Drones that collide with planes cause more damage than birds of the same size because of their solid motors, batteries and other parts, a study released by the Federal Aviation Administration on Tuesday found.

The study's researchers say aircraft-manufacturing standards designed for bird strikes aren't appropriate for ensuring planes can withstand collisions with drones. The FAA said it will depend on drone makers to help develop technology to detect and avoid planes.

Reports of close calls between drones and airliners have surged. The FAA gets more than 250 sightings a month of drones posing potential risks to planes, such as operating too close to airports.

Canadian officials say a drone hit a small charter plane carrying eight people last month over Quebec City, the first such incident in Canada. The plane landed safely.

A team of researchers from four universities used computers to simulate collisions between drones weighing 2.7 to 8 pounds (1.2 to 3.6 kilograms) and common airliners and business jets. In some cases, drones would have penetrated the plane's skin.

The researchers said the drone collisions inflict more damage than striking a bird of the same size and speed because drone components are much stiffer — birds are composed mostly of water.

The study was performed by researchers from Mississippi State University, Montana State University, Ohio State University, and Wichita State University. The FAA said studies over the next three years will look at the severity of collisions between drones and other types of planes and helicopters.

The FAA estimates that 2.3 million drones will be bought for recreational use this year, and the number is expected to rise in coming years. Many other drones are used for commercial purposes including news photography and inspecting pipelines, power lines and cell towers.

Drone operators need special permission to operate in some areas near airports. The FAA said last month that drone operators often call air traffic control towers to ask permission to operate, which creates a potential safety hazard by distracting controllers from managing the flow of airplanes.

Understanding Generational Differences in the Workplace

By Mark Waschek, reprinted from *CropLife*

The phrase “kids nowadays ...” has been used by frustrated parents and grandparents for hundreds of years. However, this phrase has rapidly moved from being a common comment about raising children to a workplace challenge, or perhaps excuse?

Managers are often excited to hire smart, young employees, and provide them with competitive pay and opportunities to climb the ladder. And how does this generation show their thanks? They quit and decide to go and work for a company that gives them a better title! Or with little work experience, they want to jump in and start their own businesses. Kids nowadays ... what are they thinking?

Millennials, or Generation Y, has now surpassed Generation X (born 1965-81) as the largest generation working in America. Additionally, for the first time in history, we now have four generations working alongside each other — the Traditionalists (born 1925-45), Baby Boomers (born 1946-64), Generation X (born 1965-81), and Generation Y/Millennials — adding significant challenges to leadership and communication in the workplace.

The differences in each generation are often quite significant in a business environment. For example, when it comes to making decisions, Traditionalists and Baby Boomers seem to take a more collaborative approach, often seeking buy-in for a given course of action prior to deciding. Younger employees seem to embrace more risk, and make faster decisions with less suggestions/opinions.

The Feedback Equation

Perhaps an even larger difference in each generation I hear from managers is feedback. Older employees like a formal approach to feedback, such as a documented performance review. For them, no news from the boss is good news. Gen X employees like more frequent feedback, but want it tied to accomplishments as they occur. Millennials want frequent and immediate feedback (monthly, if not weekly) regardless of their progress or results.

It's very easy to become obsessed by differences like these because it's the differences that can create the friction in your organization. Many managers I talk to worry about this a great deal, and spend a lot of energy trying to fix the problems that this friction creates.

There are no “silver bullets” when it comes to managing generational difference. However, I hope to give you the insight you need to help your organization overcome some of these challenges, and continue to succeed. This article is the

first in a two-part series in which we will discuss managing generational differences in your business.

Before we can share ideas to improve the teamwork in your company, it's critical that you not only understand what the differences are, but WHY those differences exist. Understanding these basics will not only help you better respond to these challenges as they occur, but will likely enable you to prevent future conflicts as well.

It's important to recognize a few misconceptions about generations. First, having four generations side-by-side in society is nothing new — in fact, every generation has experienced this. What is different is four generations side-by-side in the workforce. Due to the dedication of the oldest generation, and/or economic conditions in the past decade, this group of people are still working. Secondly, and perhaps most important, is how easy it seems to focus on differences between each generation, with specific emphasis on what you feel is a “rebellion” from the youngest generation. What we forget, is that EVERY generation has “rebelled” against the previous generation. In fact, not only does every generation rebel, they do it in EXACTLY the same way!

Since the Mayflower arrived, youth have fought conformity vs. other generations by changing four things: Hair styles, clothing, language, and music.

Think back to your youth. Consider the challenges you had with your parents, and how each of these four items were likely at the root of many disagreements. If you are a parent today, there is undoubtedly recent conversation that stemmed from your child's actions in one (if not all) of these areas.

Consider our history. At some point, colonial youth decided they no longer wanted to wear a white wig and short pants. In the 1950s the rebellious youth wanted to see Elvis Presley move on TV. In the 1960s and 1970s, we had a shift to British music, very different clothing styles, everything became “groovy,” and on it goes. It's always the same.

Regardless of the impact each rebellion has on our society, the one thing every generation carries forward is their core values. Each of these beliefs are rooted in the environment in which they were raised, heavily influencing their rebellion, and seem to be a key component to understanding their actions on a daily basis.

The Different Generations

■ **The Traditionalist Generation.** This group includes individuals born between 1925 and 1945. This generation grew up with the impact of the depression, and the influence of military draft and global wars on every family in the

country. It is no surprise the result was an environment of hierarchy and rules, where conformity and working towards the same goal was valued. Dedication and sacrifice was the measurement of success. Their work ethic and value is based on hard work, respect of authority, and following the rules. As a result, this generation works best as individuals doing their part of a bigger cause.

■ **Baby Boomers.** These are individuals that were born between 1946 and 1964. Times were better, and these individuals grew up with the benefit of fewer rules and a more nurturing environment. They experienced many layoffs in their careers, and are therefore known to “live to work.” Baby Boomers feel excelling in their career is important and believe that success is only achieved through hard work (a.k.a., long hours), integrity, and beating the competition. They grew up with the influences of civil rights, Viet Nam, and space travel. While Traditionalists never question authority, the impacts of the era caused Baby Boomers to question everything, but not for the purpose of personal gain. It’s a desire to improve quality and a desire to win. They enjoy interaction and team play. This is the generation that created the culture of meetings.

■ **Generation X.** This group is made of individuals born between 1965 and 1981. This generation experienced turbulent economic times at key points in their lives. The downturn in the 1980s affected decisions about college and careers. The upswing in the 1990s affected their early career, and another downturn in the early 2000s impacted their family and overall future. Unlike the Baby Boomers, Generation Xers have more value on life outside of work. But they do that through a focus on career security vs. job security, and are therefore more entrepreneurial with a goal of self-reliance. They feel a need to be in charge of their own destiny, and avoid the risk being a victim.

■ **The Millennials/Generation Y.** These individuals were born between 1982 and 2000. Many Millennials grew up with two working parents (Baby Boomers) that became involved “helicopter” parents. Playtime shifted to play dates. Everything was controlled in their environment. A result of the working family enabled the impact of “refrigerator lists,” in which even “free time” was controlled. While the parents were working, the kids could play, but only after everything on the list was completed. This created a generation of multi-taskers; work is simply a means to an end. Millennials are therefore a group that is motivated and goal-oriented. They are motivated to get tasks done because their goal is to enjoy life as soon as the job is complete. Growing up, this generation witnessed the horrors of terrorism in our own country with 9/11 and Boston, MA, bombings, as well as the impacts of school shootings and other mass murders. Enhanced media and lack of afterschool supervision meant parents were no longer able to shield their children from these events.

While influenced by these tragedies, they are not tolerating them. They are focused on change for the greater good, not for personal gain. Careers are not as critical as personal happiness and a better world for their future family.

As you read each summary, you can begin to picture in your mind why each generation acts the way they do. You can begin to understand why one generation views tasks differently than another and start to formulate how you might approach employees differently when it comes to tasks, communication, rewards, and other things.

In the next article, I’ll share techniques for leveraging the influences listed here to manage through the significant generational differences, resulting in a more effective team environment for your organization.



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Grain Growers of Canada Encourage Government to Move Forward with Trade Talks with China

Opportune time to build on the accomplishments of Agriculture and Agri-Food Canada trade mission

Grain Growers of Canada (GGC), the national voice of Canada's grain farmers, congratulates Minister Lawrence MacAulay and the government of Canada on the successes of their recent trade mission to China. The agreements achieved will bring measureable benefits to grain farmers as Canada moves to increased trade with the world's second largest economy.

Of particular interest to grain farmers are:

- The signing of a letter of cooperation between the Barley Council of Canada and China's Wahmix, which is expected to grow barley exports;
- The 2017-18 Cooperative Arrangement between the Canadian Food Inspection Agency (CFIA) and China's counterparts, the General Administration of Quality Supervision, Inspection and Quarantine (AQSIQ) which will help stabilize trade of agricultural products including canola;
- Renewal of the MOU on Biotechnology between CIFA and China's Ministry of Agriculture; and
- The first-ever Canola Dialogue held in Beijing aimed at increasing understanding of the issues that impact canola trade.

"The importance of barrier-free trade with China cannot be understated," said Jeff Nielsen, GGC President. "We are encouraged by the positive messages coming out of both Global Affairs Canada and Agriculture and Agri-Food Canada and look forward to working together to leverage this ever-growing market and meet the Federal Budget goals of \$75 billion in agri-food exports by 2025."

China is currently the second largest national two-way trading partner for Canada, after the United States, with agri-food exports totalling \$6.2 billion in 2015. Resolution of trade issues; including improved regulatory alignment and a reduction in practices that stand in the way of true and open access are necessary to ensure continued export growth for Canadian grains and oilseeds.

"GGC and its members strongly encourage the federal government to move forward aggressively with free trade talks with China," continued Mr. Nielsen. "The current uncertainty surrounding other trade negotiations such as TPP as well as recent tariff escalation in markets such as India are a real impediment to trade. This is why it is crucial to establish a solid agreement with trading partners such as China."

CAAA Mentorship Program

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

Jon Bagley	Operator	Bus: 204-763-8998	Cell: 204-729-7723
Matt Bestland	Pilot	Bus: 204-736-2467	Cell: 204-771-3477
Allan Denesowych	Maintenance Engineer	Bus: 306-786-7007	Cell: 306-621-5137
Fran de Kock	Operator/Training	Bus: 306-445-3099	Cell: 306-441-0547
Bruce Gair	Pilot	Bus: 780-352-7833	Cell: 780-352-1278
Clarion Seib	Pilot	Bus: 306-786-6072	Cell: 306-621-7171
Wayne Silzer	Operator/Farmer	Bus: 306-598-2033	Cell: 306-231-7109

BECOMING A MEMBER OF THE CAAA HAS NEVER BEEN SO EASY.

As a valued member of the Canadian Aerial Applicators Association, you can reap the many benefits that comes with being a member of our growing national community of individuals, operators, and allied members. With growth comes responsibility, and we are committed to creating a bright future for pilots and businesses alike.



**CANADIAN AERIAL
APPLICATORS ASSOCIATION**

**MEMBERS
MATTER**

REPRESENTATION & REGULATION
EDUCATIONAL FORUM
CODE OF ETHICS
HULL INSURANCE PROGRAM
INDUSTRY INFORMATION PROVIDER
INCREASED PUBLIC AWARENESS
LICENSE RE-CERTIFICATION CREDIT COURSES
BUSINESS SURVEYING
SELF-AUDIT PROGRAM
MISAPPLICATION INSURANCE PROGRAM
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THE ONLY WAY TO GO IS UP.

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CAAA ANNUAL CONFERENCE

We're going to Winnipeg!

TENTATIVE SCHEDULE:

THURSDAY, FEBRUARY 22, 2018

7:00 am – 8:15 am	Registration
8:15 am – 10:15 am	Yorkton Aircraft Service – New Entrants Session
8:30 am – 10:00 am	Pratt & Whitney Canada
10:15 am – 11:15 am	Speaker Session – UAS (Transport Canada)
11:30 am – 12:30 pm	Bayer CropScience – Digital Farming
12:45 pm – 2:15 pm	Awards Luncheon
2:30 pm – 4:30 pm	CAIR Safety Seminar – Fran de Kock and Dennis Gardisser
4:30 pm – 7:30 pm	Exhibits Grand Opening
6:30 pm – 9:30 pm	CAIR Board Meeting
10:00 pm – 1:00 am	Hospitality Suite

FRIDAY, FEBRUARY 23, 2018

8:00 am – 10:00 am	CAAA AGM with Breakfast
10:00 am – 11:30 am	Exhibits Open
11:30 am – 12:30 pm	Syngenta Hosts Dr. W. Clint Hoffman
12:45 pm – 1:45 pm	Lunch with Exhibitors
1:45 pm – 3:45 pm	Exhibits Open
4:00 pm – 5:00 pm	Speaker Session – Manitoba Agriculture
2:00 pm – 5:00 pm	Spouse Program
6:30 pm – 7:00 pm	Reception
7:00 pm – 10:30 pm	Banquet and Auction
10:30 pm – 1:00 am	Hospitality Suite

SATURDAY, FEBRUARY 24, 2018

8:30 am – 10:00 am	CAIR AGM with Breakfast
10:00 am – 12:00 pm	Speaker Session – Dr. Dennis Gardisser

SESSIONS

Digital Farming

Bayer Crop Science's Digital Farming team delivers solutions to growers to treat the right acres with the right product at the right rate and right time. Bayer Digital Farming has been testing their Zone Spray prescription service for the past two seasons, with great results for growers in terms of increased efficiency and making their spraying decision easier. Many growers in Western Canada apply their canola sclerotinia fungicide by aerial application. Bayer Digital Farming began to wonder if the technology proven in ground application could also be used by air. In the fall of 2017, Bayer Digital Farming tested aerial Zone Spray in collaboration with AgNav and Provincial Airways. This presentation will introduce Bayer Digital Farming and the results of the aerial Zone Spray field testing.

New to the Industry Session

When You Can't Say No

It is extremely difficult to say no to your boss or a customer who needs a spray job done NOW.

This session will involve an analysis and discussion of the factors contributing to the stress felt by pilots who may feel that they are not in a position to say no to a particular job. We will collectively, through small group discussion and reporting, develop strategies to enable pilots to say no or to modify the task so that it becomes acceptable (safe) to complete.

Mitigating Risk

We will identify areas of risk and develop a list of best practices and/or standard operating procedures to mitigate the risk.

- What are the risks?
- What are the things that I do now that mitigate risk?
- What are some things that I am not doing now that I could do to mitigate risk?

AND AGM

Transport Canada

The Transport Canada presentation will provide an update on recent departmental work in the area of Unmanned Aircraft Systems (UAS), including the creation of a UAS Task Force, the publication of proposed regulations in Canada Gazette Part I in Summer 2017 and feedback received from Canadians as well as next steps in regulatory and programming activities.

Syngenta Hosts Dr. W. Clint Hoffman

Spray Application Technology - The complexity of agricultural pesticide applications has increased in recent years due to pesticide drift concerns and increasingly difficult to control pests. Spray application optimization is necessary to maximize our pesticide efficacy while reducing our environmental impact. This presentation will cover the latest state-of-the-art in spray application technology. New spray atomization models that applicators can use to know the spray droplet size and classification will be demonstrated along with a smartphone app. In order to reduce the chance of spray drift with larger, high-speed aircraft, data will be presented that shows the effects of increased spray pressure on increasing spray droplet size. With an emphasis on desiccant sprays, applicators will be able to incorporate this information into their spray operations.

Agronomic Do's and Don'ts by Manitoba Agriculture

Dr. Jeanette Gaultier & Dr. John Gavloski will walk through a growing season and present on the 'Agronomic Dos & Don'ts' for weed, disease and insect management on the prairies. They will focus on both pest management, such as pest thresholds and management timing, and on considerations for aerial application of pest control products. Inversions will also be discussed before wrapping up with tips for a positive application season.

Dr. Dennis Gardisser

Dr. Gardisser will be providing an in depth session on the requirements for Fungicide/Insecticide Applications.

Spouse Program

The tour will take the participants through three lounges that are all connected via the Winnipeg Walkway (yay! No freezing for the ladies). The tour will end back at the Fairmont lounge. Each stop along the tour will include 2 wine samples associated with a small food pairing.



Train better. Fly safer.

Hot start. Generator failure. Flameout. They can spoil any ag pilot's day if you're not ready to deal with them correctly. But with our new factory training programs, you can be. At our dedicated Training Center in Albany, Georgia, we combine teaching in the classroom with time in both our new 510AS advanced flight simulator and in our dual cockpit 510P to create the most comprehensive turbine transition and re-currency training in the industry. We also conduct complete maintenance training as well on every aircraft we build. It's all part of our Ag Aviation Safety Initiative and it's only available at Thrussh – where we believe better training leads to safer flying. And that helping you fly safely is our most important mission of all.

For more information about the 510AS advanced flight simulator and our new factory training programs, contact Robert Garrett at 229-789-0480.



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Agriculture and Society: We Need To Talk

October conjures images of bountiful harvests here in the U.S. Heartland, where it was my privilege to participate in the 2017 World Food Prize. I always enjoy the chance to meet with policy leaders, business executives and farmers from all over the world to discuss the critical issues facing agriculture and this year's event was no exception.

As a panelist on the topic of agricultural innovation, I discussed the challenges testing agriculture like never before: a growing population, evolving pest pressures, shifting consumer preferences and a changing climate. Fortunately, there are potential game-changing advances in digital farming, plant breeding, soil health, robotics, and satellite imagery that will help us overcome these challenges.

But innovation doesn't do us any good if society isn't buying what we're selling. There are many reasons for this, but I think it comes down to two factors: a lack of trust in institutions and a disconnection between farmers and consumers. Let's start with trust. The public's confidence in business, government and media is at an all-time low and is moving in the wrong direction. A recent survey found that 53 percent of respondents believe these institutions have failed them and offer little hope for their future.

Agriculture is not immune from the public's feelings of mistrust. Bayer's survey of 10,000 consumers across 10 countries found that half of them have concerns about the very technologies responsible for most of the food we eat today. Here in the United States, 90 percent of Americans believe innovation will help us grow more food and fight global hunger, but most say they try to avoid buying genetically modified foods. And 93 percent think farmers should explore alternatives to chemical pesticides, even though these technologies form the backbone of today's pest management practices.

To paraphrase one of my favorite lines from the movie Apollo 13, "Des Moines, we have a problem."

For us in agriculture, the natural reaction to the public's rejection of these technologies is one of shock and disbelief. After all, the food produced from U.S. farms today feeds far more people (at a much lower cost) than it did 50 years ago. Even though it may be difficult for us to understand the public's negativity toward modern agriculture, it is imperative that we do so.

And that leads me to the second societal factor: the growing disconnect between farmers and consumers. A century ago, nearly half of all Americans worked on a farm – today, less than 2 percent do. Efficiencies in farming have enabled people to work in many other industries, but society's detachment from the farm has come at a cost: the gulf between the public and

agriculture has never been wider. And while consumers may have little understanding of what it takes to bring food to their table, the simple truth is that farming cannot progress if we fail to address their concerns.

We must do more to reassure society about the safety of agricultural innovation. The public is frequently bombarded with negative and misleading information about our food supply system. Even though we know advances in farming have increased safety and sustainability, it's not enough to say "trust me." Many people don't trust the integrity of privately-funded research, perhaps fearing that the industry may be hiding something from them. To address this misperception, Bayer has taken steps to allow public access to safety-relevant crop protection study information. We hope this helps connect people with our scientific community in a way that builds trust and shows our desire to be more transparent.

Finally, we need to build a closer bond between those who grow our food and those who consume it. While consumers strongly support innovation, they also care deeply about water quality, soil health, and minimizing the use of pesticides in our environment. Agriculture can strengthen this bond by reinforcing its commitment to best management practices, which fundamentally shares the same goals. Bayer's investment in research makes social responsibility and environmental sustainability a priority, not an afterthought. We believe what's good for the public is also good for agriculture, because ultimately it's the consumer – not the industry – that drives the kinds of foods we eat and the way we produce them.

My message to the public is pretty simple: Let's talk. I'm betting that we'll find we share the same values when it comes to the safety of our families, our food and our environment. By working together, the best days of agriculture will certainly lie ahead of us.



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Crew Resource Management

By Roger Gravelle, Civil Aviation Safety Inspector,
Commercial Flight Standards

Reprinted: Transport Canada's Aviation Safety Letter

Transport Canada (TC) has introduced Contemporary Crew Resource Management (CRM) Training Standard applicable to subparts 705, 704, 703 and 702 and the transition period for compliance will end January 31, 2019. Details on implementation are outlined in AC 700-042.

The Transportation Safety Board (TSB) has acknowledged that human factors are the primary cause in a large percentage of aircraft fatalities, especially under subpart 703 and 704 operators.

Risks associated with human error are often resolved by effective CRM, which involves the utilization of all resources to achieve safe and efficient operations.

In light of this knowledge, the TSB-issued recommendation A09-02, which stated that TC requires commercial air operators to provide contemporary CRM for Canadian Aviation Regulations (CARs) Subpart 703 air taxi and Subpart 704 commuter pilots.

In response to the recommendation, TC has replaced the current CRM Standard found in subsection 725.124(39) of the Commercial Air Service Standards (CASS); TC recommended that the same Standard apply to subparts 702 for Aerial Work, 703 for Air Taxi and 704 for Commuter Operations and that these air operators add a CRM program to their current training curriculum.

The latest iteration of CRM now includes the concept of Threat and Error Management (TEM). TEM advocates the careful analysis of potential hazards and taking the appropriate steps to avoid, trap, or mitigate threats and manage errors before they lead to an undesired aircraft state (UAS).

Components of TEM model are:

Threats: events or errors that occur beyond the influence of the flight crew, increase operational complexity, and which must be managed to maintain the margins of safety.

Errors: actions or inactions by the flight crew that lead to deviations from organizational or flight crew intentions or expectations.

UAS: Undesired aircraft states are defined as "flight crew-induced aircraft position or speed deviations, misapplication of flight controls, or incorrect systems configuration, associated with a reduction in margins of safety". Undesired aircraft states that result

from ineffective threat and/or error management may lead to compromising situations and reduce margins of safety in flight operations.

The goal of this is to improve the CRM knowledge and skills of commercial crew members engaged in a commercial air service, therein reducing the frequency and severity of crew-based errors. The expected reduction of the frequency of accidents and incidents within the scope of commercial flight operations will provide an enhanced level of aviation safety.

The proposed changes will also integrate CRM into aviation crew training programs and enhance the training standards into commercial aviation crew training programs.

CRM training should be an integral part of your company culture and appropriate to all operational personnel. Applying the "FIT" concept (below) will assist in achieving these goals:

Flexible: training is specific to either multi-crew or single-pilot operations. **Integrated:** training should form part of the training curriculum. **Tailored:** training program to match the size and scope of the operations.

For detailed guidance on implementing a Contemporary CRM training Standard, for which the transition period for compliance in your organization ends on January 31, 2019, please see AC 700-042 and review your TC CRM guidance material.

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CAIR Contact Information

Keep the following information handy in your CAIR file to assist you during the 2018 spraying season. CAIR inquiries should be directed as follows:

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

CAIR
P.O. Box 21085
Edmonton, AB T6R 2V4
Phone: 780-413-0016
Fax: 780-413-0076
Email: info@canadianaerialapplicators.com

For questions regarding financial statements, taxes and payments contact:

Jim Peters
1002 Warsaw Avenue
Winnipeg, MB R3M 1E4
Phone: 204-477-4770
Fax: 204-477-4770
Email: jimpeters@shaw.ca

For questions regarding insurance coverage, applications and claims contact:

George Esau, Pina Guenette
Oldfield Kirby Esau, Inc.
P.O. Box 699
Winnipeg, MB R3C 2L2
Phone: 204-943-1441
Fax: 204-957-5561
Email: pguenette@oldfieldkirby.com

The 2018 CAIR Safety Seminar will be held in Winnipeg, MB in conjunction with the CAAA Annual Conference and Trade Show. The seminar will be recorded and will be available on the CAAA Website Members Only Page for any pilots who were unable to attend the seminar in person. If you have any questions, please contact the CAIR Office at 780-413-0016.

The 2018 CAIR Safety Seminar will include the following topics:

- Hazards of moving pilots to larger turbine aircraft
- Professional and safe conduct in agricultural aviation



Mental Health in Aviation

By Stuart McAulay, Aircraft Maintenance Engineer, RPM Mentoring, AME Association of Ontario

Reprinted: Transport Canada's Aviation Safety Letter

Our interpretation of mental health often references a vague understanding of only a few common forms of mental illness. We are familiar with the fact that people get stressed and suffer from acute forms of anxiety or are prone to depression and we have learned that about one in every five working Canadians is affected by some form of mental illness. With help from a growing number of media resources and notable advocates, we have been able to better interpret mental health as our overall state of mind and its ability to cope with the daily influences from everyday living. Awareness of our own mental condition can be identified through personal or professional assessment of that which interferes with our cognitive abilities. Just as our mental capacity can be enhanced through positive assurances, it may also be conversely tested through daily stressors and hardened environments. Our response to these factors will tend to ebb and flow around a healthy baseline that we consider to be more or less normal. Routine stress overload, however, leads to mental distress in the form of fatigue, distraction and even burnout.

This analogy of mental health is no more specific to aviation than it is to other areas of industry since the influencing factors are unique to each person and their career situation. Aviation-related functions, however, come with great responsibility, especially in the positions of operating and maintaining aircraft. These positions require a high level of situational awareness, laser focus and the ability to make good decisions when required. Self-analysis of mental health concerns can be often elusive or even disregarded with the fear of the looming stigma and shame tainting both our personal and professional profiles. This social stigma

continues to flourish as an unfortunate label that we carry as a trade-off for speaking up about how we really feel. This is a barrier to getting the help or resources needed to deal with the issues sooner than later. The ever increasing conversation surrounding mental health and stigmatized illnesses is a positive step forward and is critical to ensure more timely responses and assessments for anyone who needs them.

While mental health concerns are deeply personal in nature, their impact on the corporate stage can be far reaching. No pilot would be expected to fly an aircraft if they were in obvious physical pain just as a technician would not be expected to turn wrenches with a broken wrist. Mental illness is not a noticeable condition until it has already manifested itself as a toxic emotion or destructive addiction. Until then, it is cleverly hidden behind the mask that lets others know everything is just fine. Many professionals continue going about their business with this hidden impairment, refusing to confront their reality, because we cannot seem to accept the word "mental" in the context of an acceptable illness. The fear is real. The fear of being unfit for service, fear of your integrity being compromised, losing your status, your job, your friends. It's never an easy path but the conversation and mindset towards mental health must change at all levels even before we get to the root of the driving factors that brought us to this point. We must accept it for what it is and get the necessary supports in place.

The aviation sector has long championed the need for safety, quality, and human factor principles, which have been formally integrated and been proven to create more dynamic and confident work cultures. Mental health is surely the next realm of human involvement to be considered in this sobering context. Organizations must consider the role of peer support workers, assistance programs and intentional mentoring as the cornerstones of a healthy and profitable brand. We are all the face of mental health and our attitudes towards the well-being of ourselves and our peers speak directly to the proper nurturing of a psychologically safe workplace.



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CLASSIFIEDS



EMPLOYMENT

PILOT - 702 TURBINE AG PILOT

Posted by: Miccar Aerial Ltd.

Email: devan@goodspiritair.com

Phone: (306) 786-3345

Pilot – 702 Miccar Aerial Ltd. is looking for Turbine Ag Pilots for the 2018 season. We pride ourselves on providing safe and efficient aerial application services to farmers of the Yorkton and surrounding areas. The following minimum requirements should be met; - Valid Commercial pilots license; - 500 Hrs Pilot in Command; - Professional Aerial Applicator Training Course; - Saskatchewan Pesticide Applicator License; - Industry Experience either ground or flight; - Proficient in English; Position is seasonal and starts June 1, 2018 to September 30, 2018. Wages are in accordance with our company pay schedule (\$3,390.00 bi-weekly). Training will be provided to the selected pilots in accordance with the approved company training program. Applicants that meet all the above requirements please submit a resume using the career page on our website. www.miccaraerial.com/careers Thanks, Miccar Aerial Ltd. Yorkton, SK S3N 2V6 www.miccaraerial.com

PROFESSIONAL TURBINE AG PILOTS

Posted by: Kindersley Air-Spray

Email: advanced.aviation@sasktel.net

Phone: (306) 463-4600

KINDERSLEY AIR-SPRAY LTD. is currently seeking 3 professional pilots to join our team for the 2018 spray season to operate 510P aircraft. These positions are full time seasonal with an anticipated start date June 1st 2018 through to September 31st 2018. Canadians and Landed immigrants with all requirements will be given first preference but foreigners may apply. APPLICANTS MUST HAVE: 5 years or more experience, a minimum of 1000 hours turbine agricultural experience; an excellent working knowledge of SATLOC GPS, must be accident free within previous 5 years be a member of the SAAA and CAAA and be proficient in numeracy and reading, writing and speaking English. They must also be competent at task planning, organizing, decision making. Applicants must be physically able to perform a physically demanding job in a fast-paced environment. CREDENTIALS: - Canadian Commercial Pilots Licence or equivalent - Saskatchewan Aerial Pesticide Applicators Licence - Alberta and Manitoba Aerial Pesticide licence would be an advantage - Clean safety and accident record for the past five years - Proficient in SATLOC GPS systems - Minimum 750 Turbine Ag Hours 1000 hrs overall Ag time - Must be able to maintain journey logs as required by Transport Canada - Applicants must be able to complete other duties related to the position, deal with staff and customers in a professional manner - Proficient in speaking, reading and writing English DUTIES: to fly a fixed wing turbine agricultural aircraft safely and efficiently with the SATLOC GPS flight computer, to work with customers to create spray orders, to work in a professional manner with ground support crews, to perform daily checks on a turbine powered aircraft, to keep work logs in an orderly fashion, to be available to work when conditions are optimum, to keep current Canadian Commercial Pilots Licence and provincial pesticide applicators licence, and to mentor junior and first year pilots. WAGES: Paid Monthly. Rate is \$75.00 per hour, 40 hours per week, overtime with remuneration. Wages are based on acres sprayed. Acres sprayed in a season depend upon weather and farm economy. Bonuses based on performance. Workers Compensation coverage as required by law. EMPLOYMENT TERM: Seasonal Full Time anticipated from June 1st to September 31st Please apply by email only at advanced.aviation@sasktel.net Web site www.kindersleyair-spray.com

EMPLOYMENT (CONT'D)

com Saskjobs.ca order No.5603255 APPLY BY: Jan 31 2018 Only successful applicants meeting all requirements will be contacted. KINDERSLEY AIRSPRAY, Hangar 4 Kindersley Regional Airport, KINDERSLEY. SK Canada.

EXPERIENCED PILOT REQUIRED

Posted: Thunder Ridge Farms

Email: thunderridgefarms@sasktel.net

Phone: (306) 230-0479

Experienced pilot required to operate a 2018, 502XP Air Tractor for Thunder Ridge Farms, LEASK, SK. Guaranteed acres. For more information please contact Brad Toth Cell: 306-230-0479 Email: thunderridgefarms@sasktel.net

PROFESSIONAL TURBINE SPRAY PILOT

Posted: Wetaskiwin Aerial Applicators Ltd

Email: jenny@wetaskiwinair.aerial.ca

Phone: (780) 352-7833

Wetaskiwin Aerial Applicators Ltd., based in Wetaskiwin, AB is a reputable organization with 40 years of Professional Aerial Application experience. We require ONE Professional Agricultural Aerial Applicator / Spray Pilot to fly an Air Tractor 502. Term (Full Time Seasonal) June 1, 2018 to September 15, 2018 Job Duties: - Fly a fixed wing turbine Air Tractor safely and efficiently - Work with customers and ground support crews in a professional manner - Be available when spray conditions are optimum - Perform basic daily maintenance and servicing on aircraft - Maintain journey logs following Transport Canada Guidelines Education and Certifications Required: - Canadian Commercial Pilots - Alberta and Saskatchewan Aerial Pesticide Applicators License - Valid Canadian Medical Certificate Skills and Experience: - Minimum 2500 hours of agricultural turbine aerial applicator experience of 1000 hours must be on a Turbine Air Tractor - Proficient in speaking, reading, and writing English - Capable of operating SATLOC GPS systems or the equivalent - Clean Flight Record - Insurable through our Insurance Company Wage/Salary: - \$50.00/hr based on 40hr/week, overtime with remuneration - Workers compensation provided Email resume, including references to waa@telusplanet.net. Only successful applicants will be contacted. Wetaskiwin Aerial Applicators Ltd. Box 6116 Wetaskiwin, AB, CAN T9A 2E8

TURBINE AG PILOT WANTED

Posted by: Troy Hillaby

Email: t.rex75@hotmail.com

Phone: (306) 327-8600

Posted on: 2017-09-19

Professional turbine AG Pilot wanted to fly a 2015 Thrush 510G for the 2018 spray season and beyond. Candidate must be willing and qualified to take over all aspects of operating a ag aviation business. Or be willing to take training in order to be qualified. This is potentially a long term permanent position for the right person with lots of off season work available on large farm if you choose to.

Candidate must have turbine Ag flying experience. Must have current and valid Saskatchewan Aerial Pesticide License, Manitoba and Alberta pesticide licenses would be considered and asset. Must have a Canadian Commercial Pilots License. Must have operational knowledge of Satloc GPS and intelliflow systems. Must be able to maintain all log books and spray records. Must be professional and courteous with all customers and support staff. Must be willing to take on the roles of Chief Pilot, Ops Manager and PRMC. Please call Troy - 306-327-8600 or email your resume to t.rex75@hotmail.com



CLASSIFIEDS



EMPLOYMENT (CONT'D)

TURBINE PILOT REQUIRED FOR THE 2018 SPRUCE BUD WORM CONTRACT SPRAYING IN QUEBEC

Posted: Roland Jenson

Email: rolandjenson@hotmail.com

Phone: (306) 867-7725

502 pilot required for the 2018 spruce bud worm contract in Quebec.

Contact rolandjenson@hotmail.com

PILOT WANTED

Posted: Roland Jenson

Email: rolandjenson@hotmail.com

Phone: (306) 867-7725

Pilot required for 2018 season at Outlook Sask. To fly piston AT301/ 600

Thrush. Send resume to rolandjenson@hotmail.com

EXPERIENCED, TURBINE PILOT FOR 2018 SEASON

Posted: Accumark Airspray

Email: tc.accumark@outlook.com

Phone: (306) 276-6840

Accumark Airspray, based in Nipawin, Saskatchewan is seeking professional, turbine Air Tractor Ag Pilots to join our team for the 2018 aerial application season. The position will be full-time season with the anticipated start date of June 1st, 2018 to September 1st, 2018. Successful applicants must be willing to work beyond the anticipated end date, if required. Requirements are as follows: Education and Certification: - Canadian Commercial Pilots licence, as well as Valid Class One Medical - Saskatchewan, Manitoba and Alberta Aerial Pesticide Applicators licence Applicant requirements: - Clean safety and accident record, with a minimum 1000 hours PIC of on type turbine experience - Excellent operational knowledge of both Satloc and AgNAV GPS Systems - Proficient in speaking, reading, and writing English - Must be insurable through employers insurance provider - Must be able to maintain journey logs as required by Transport Canada guidelines, safely work with customers and ground support staff in a professional manner - Applicants must be able to complete other duties related to the position, as required Wages will be \$37.00/hr based upon a 40/hr week, and vary depending on applicants experience. Workers compensation may be provided to suit applicants individual situation. Interested applications can provide resume, listing experience and references via email to tc.accumark@outlook.com. All persons meeting aforementioned requirements are encouraged to apply

SEEKING EXPERIENCED TURBINE AG PILOT

Posted by: Matt Bestland

Email: matt@bestlandair.com

Phone: 204 735 2258

Posted on: 2017-03-01

Bestland Air Ltd - Starbuck MB is seeking professional Ag Pilots to join our expanding business and team for the 2017, 2018 forestry, fire suppression and application seasons. This is a full time seasonal position. Anticipated start date, June 1 2017 thru Sept 1, 2017. Education/Certification requirements; Canadian Commercial Pilots license, MB and SK Aerial Pesticide Applicators license. Applicant requirements; Clean safety and accident record, have a minimum 1000 hours PIC of on type turbine experience on AT802, AT602 or AT502 Air Tractor. Experience in Fire Suppression and Forestry Protection and Ag applications. Excellent operational knowledge of Satloc GPS, Intelliflow systems, and foreflight. Proficient in speaking, reading, and writing English and French, must be insurable through CAIR, ability to maintain journey logs as required by Transport Canada guidelines, safely

EMPLOYMENT (CONT'D)

work with customers and ground support staff in a professional manner. Must have class one medical and valid radio license. \$50/hr based upon a 40/hr week, workers compensation provided. All persons are encouraged to apply, Canadians and those with Landed Immigrant status will be offered a financial relocation incentive to relocate to place of employment.

As per Service Canada and Canadian Labor and Immigration, preference will be given to underrepresented groups in Canada, including but not limited to, persons with disabilities, youth, aboriginals, and new immigrants. Bestland Air is an equal opportunity employer, for those interested in working in a professional, safety orientated and organized workplace please send resume with experience and references to matt@bestlandair.com

When applying please reference CAAA001 on your correspondence.

SEEKING EMPLOYMENT

CANADIAN PILOT LOOKING FOR LONG TERM SEAT AND PROPER MENTORING!

Posted: James DeHart

Email: jamesdehart@rogers.com

Phone: (705) 241-4025

Canadian pilot 50 yrs old with over 3500 hrs. 1500+ tail wheel, 1000+ hours turbine (500 + prat 42A, and 500 + Garret 331. -12) 530 hours Ag Radial time, emergency manuevering, upset spin recovery instructor, aerobatic instructor, 340 hrs of aerobatic competition time looking for long term job with a company Turbine transition training I will provide. I have already been through Pratt and Whitney (Blackhawk 42A 850hp and Garrett TPE 331J -12 1000hp) check out training. I have Alberta, Manitoba, Saskatchewan licenses looking forward to working with someone to take the time to make a real effort to pass on what they have learned. Thanks in advance.

PROFESSIONAL AG PILOT LOOKING FOR A SEAT

Cap. José Manuel Perez

Country: Costa Rica

Age 44

Costarricense commercial license airplane

United States commercial license helicopter

Camerun commercial license airplane

Total hours: 6190

Pic: 5953

Crop dusting: 5696

Turbine: 5449

Equipment flow: Cessna 172xp, Navajo PA-325, PA-340, BL-30, PT-17, G-164, B47G3, S2R-T34AG, At-502, At-504

Gps experience on SATLOC G4 and G3, Ag Nav, del Norte

Idiomas: Spanish, English and French.

email: jomapez@hotmail.com



CLASSIFIEDS



RTS, EQUIPMENT AND SERVICES

CUSTOM PAINTED FREIGHTLINER FUEL TRUCK

Posted by: Travis Karle

Email: tc.accumark@outlook.com

Phone: (306) 276-6840

Posted on: 2017-07-26

- Custom Painted 1992 Freightliner Fuel Truck with 5,000 Gallon Advance Tank, separated into four compartments
- 425 horsepower, 3806 Caterpillar engine with 13 Speed Eaton Fuller transmission
- New drive tires and rims, and new fuel hoses Spring 2017
- Extensive work completed on tank in Spring 2017, along with new Safety Inspection
- Pintle hitch on rear of truck
- Truck has new safety and is in excellent working condition

136,000 LITRE FUEL TANK FOR SALE

Posted by: Executive Flight Centre

Email: mcuncannon@efcaviation.ca

Phone: (403) 291-8092

The tank manufacturer (2002) was AGI Enviro tank and has a max capacity of 136,000 litres. The specification is UCL/ORD-C142.22

RTS, EQUIPMENT AND SERVICES (CONT'D)

contained vertical steel above ground tank assembles for combustible liquids and is double walled. Metal thickness is 7.9mm for the bottom/ roof/shell. Last cleaned and inspected May 2014 and will be due again in May 2019. No floating suction; suction pipe draws from 1 foot above tank floor. 1 input and 1 output pipes with 4" flange connectors. The tank has 1 low point sump and utilizes a Moorman Level Gauge Kit in cm for gauging product depth. The tank has 1 emergency vent and one pressure/ vacuum vent on top.

TELESCOPIC TOW BARS FOR SALE

Posted by: David Friesen

Email: aerialspray@gmail.com

Phone: (204) 712-5553

Telescopic towbars for sale Photos available on Kijiji: <https://www.kijiji.ca/v-business-industrial/winnipeg/telescopic-tow-bars-for-sale/130566774?enableSearchNavigationFlag=true>

CAAA 2018 Membership Renewals

For 2017, The CAAA together with the AAAA, SAAA, MAAA and ECC launched a new Membership renewal system to make your membership renewal simpler and easier. The new renewal system allows you to renew online, in one transaction, not only your CAAA membership but one or more provincial or regional memberships as well. This system will continue for 2018. To renew in

one simple online transaction, go to the website at store.canadianaerialapplicators.com/annual_dues/new.

Renewal forms have been sent out allowing you to pay online, or in office by cheque or credit card. If you have any questions regarding membership renewal, please feel free to contact Shauna shauna@managewise.ca at the CAAA office or by phone at 780-413-0078.



QBAS

Queen Bee Air Specialties, Inc.

136 N. Yellowstone Hwy • Rigby, Idaho 83442

Ph: (208) 745-7654 • Fax: (208) 745-6672

Aircraft Sales & Parts • 800-736-7654

www.queenbeeair.com