

NAAA eNewsletter

NAAA Joins Over 350 Organizations to Oppose Senate Bill Proposing Changes to FIFRA that Eliminate Science-based Decision-Making

NAAA joined more than 350 organizations engaged with pesticide products in a letter sent to members of the U.S. Senate and House of Representatives that affirms these organizations' support of the pesticide regulatory system in place today under the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA). The letter is in response to recently introduced legislation (S. 3283) that would undermine the science-based standards contained within our nation's pesticide law.

S. 3283, introduced by Sen. Cory Booker (D-N.J.), seeks to amend FIFRA in several ways. The first would be to outright ban all organophosphates, neonicotinoids and paraquat. It would allow individual citizens to petition the EPA to identify pesticides *the citizen* deems to be too dangerous for use. It would ban the use of special local needs and emergency exemptions, registration tools that can provide quick access to pesticides that growers and land managers might need during an outbreak of a new pest or on a specialty crop not included on the original label. S. 3283 would eliminate state preemption for pesticide registration, meaning municipalities or counties could ban pesticides on their own despite the pesticide being approved by the state.

In complete disregard for the work of the EPA's career scientists in evaluating pesticide safety and oversight of pesticide registration, the legislation would suspend the use of all pesticides considered to be unsafe by the European Union or Canada until the EPA has thoroughly reviewed the pesticides. Since a registered pesticide has already undergone a thorough science-based review by the EPA, it must be assumed that the EPA will be forced to ignore science and base its new conclusions on work done by other countries whose laws do not consider the benefits of pesticides during the registration process. Co-sponsors of S. 3283 include Sen. Kirsten E. Gillibrand (D-N.Y.), Sen. Bernie Sanders (I-Vt.), Sen. Elizabeth Warren (D-Mass.), Sen. Alex Padilla (D-Calif.) and Sen. Ed Markey (D-Mass.).

FIFRA has been amended by Congress several times to strengthen the regulatory standard for safety—most recently through the Food Quality Protection Act (FQPA) that added specific protections for infants and children. Under the provisions of the current law, pesticides that are approved for use are subject to thorough and continuous review whenever new scientific data becomes available. Officially, federal regulators must review each pesticide approved for use in the U.S. every 15 years, but the reality is that the pace of scientific development means regulators are making formal assessments much more frequently as more data becomes available.

The proposed legislation would jeopardize the continued availability and innovation of pesticide products by imposing an unscientific and unbalanced process that could unnecessarily remove pest control options from those who need them to safely grow crops, to adopt conservation practices such as conservation tillage and resource-saving crop rotations, to control pathogens and disease vectors, and to maintain green spaces, such as wetlands, parks and forests.

NAAA will continue to monitor all federal agencies and the activities of Congress to protect the products the aerial application industry needs.

USDA Promotes Goal to Double Cover Crop Acres

Secretary of Agriculture Tom Vilsack announced a new benchmark earlier this week to boost the use of cover crops by half with enticements to farmers to bring the total corn and soybean acres using cover crops to 30 million acres by 2030. The USDA's Natural Resources Conservation Service is investing \$38 million for 11 states through the Environmental Quality Incentives Program for the cover crop initiative. Sign-up dates from the program will be determined at the state level, and applications will be selected for funding by Feb. 11.

Vilsack made his announcement as one of a number of upcoming pilot projects the USDA will be implementing to encourage farmers to participate in agriculture practices that support the climate—a key directive of the Biden administration—and could provide new revenue streams to farmers.

NAAA has been actively informing the USDA, EPA and Congress of aerial application's environmental benefits as it pertains to preserving farmland and seeding cover crops by air. For example, in multiple comments NAAA made to the USDA in 2021, it cited that the timeliness, efficacy and protection to the crop that aerial application provides increases crops yields, protecting 27.4 million acres of carbon-sequestering natural land from cropland conversion annually. In addition, aerial seeding cover crops sequesters 1.9 million metric tons of CO₂ or 412,000 carbon-combustion auto engines. Increasing cover crop acres by just 15% in the U.S. would further sequester 11.9 million metric tons of CO₂ annually.

PAASS Program Originator Niels Andrews Passes Away

NAAA is saddened to report that Niels Andrews, one of the original architects of the PAASS Program, passed away Dec. 13 at the age of 68 in Prescott, Arizona.

Niels was a professional agricultural aviator and owned Helicair in Salinas, California, for 20 years. He sprayed and fertilized thousands of acres and is a past treasurer and board member of NAAA and president of the California Agricultural Aircraft Association.

Niels was also a principal aircraft commander during California's medfly crisis in the early 1980s. He served as interim mayor of Salinas, California, in the 1990s and is responsible for starting the "Salinas Trees" town beautification program.

Niels started working with GPS (global positioning systems) in 1990 with Charlie Trimble of Trimble Navigation. He sold the first Trimble Ag Auto Pilot.

Niels imported the first Camera Cultivator vision guidance system in 1990 and had been selling and servicing the ECO-DAN ever since through his company Ag Innovations LLC. His extensive experience enabled him to be an expert witness for the state of California, Bell Textron and other aerospace entities. Niels also served as NAAA's treasurer in 1995.

One of Andrews' greatest legacies is the creation of the PAASS Program. The Professional Aerial Applicators' Support System (PAASS) was Niels' brainchild. His concept of a human behavior-based safety program for the aerial application industry came to fruition when the PAASS Program debuted in 1998. In the decades since, PAASS's educational training has saved innumerable lives, prevented countless drift incidents and resulted in more self-regulation in lieu of greater government regulation. Niels was inducted into the National Agricultural Aviation Hall of Fame in 2010 due in no small part to his role as the principal architect of the PAASS Program.

Andrews' official obit described him well: "Niels' intelligence and vision were respected by those with enough brainpower to keep up with his high octane avgas intellect and wit. He loved the environment and people and strove to keep both safe."

Niels Andrews is survived by his partner, Melissa Bassi, two brothers and a sister.

In Memoriam: Frank Soliz, 1947-2022

NAAA is saddened to report that pilot member Frank Soliz, 74, passed away Jan. 10 due to complications from COVID-19. Frank was a longtime IA mechanic and pilot for O'Brien Flying Service in Iowa, Louisiana.

Frank was born April 11, 1947, in Ecleto, Texas. He graduated from Plainview High School in 1966 and received his associate degree from Texas State Technical Institute. Frank served in the U.S. Army during the Vietnam era. He married Mary Arteaga on April 17, 1970.

Loved ones include his wife, Mary Soliz; children, Sylvia Pagan (Ruben), Vincent Soliz (Katina), Javier Soliz and Stephanie Garcia (Joe); nine grandchildren and three brothers.

Frank was a kind gentleman that used words only if he had to; he always said so much without saying much at all. He was a man of honor who loved his family. He was a soldier who taught us strength and integrity and to stand up for what was right.

Rosary services will be held at 7 p.m., Jan. 18, in Sanders Memorial Chapel at Sanders Funeral Home in Lubbock, Texas. Mass of Christian Burial will be at 11 a.m., Jan. 19, at Saint John The Baptist Catholic Church in Lubbock. Graveside services will follow in City of Lubbock Cemetery.

Please celebrate Frank's life by visiting sandersfuneralhome.com.

Winter 2022 Issue of Agricultural Aviation Now Online!

The Winter 2022 issue of *Agricultural Aviation* is now available online and in the Agricultural Aviation Magazine App. The cover story profiles 2022 NAAA President Jim Perrin. Additional features include an examination of aerial application supply chain issues, a review of ag aviation accidents in 2021, tributes to the 2021 NAAA Award recipients, highlights from the 2021 Ag Aviation Expo and much more!

Highlights inside the Winter 2022 issue include:

- [Pre-Perrin for Ag Aviation's Second Century](#)
- [2022 NAAA Officer Spotlights](#)
- [Aerial Application Supply Chain 2021-2022 Status—Be Prepared](#)
- [Celebrating Ag Aviation's Centennial Made the 2021 Ag Aviation Expo One for the Ages](#)
- [Highlights from the 2021 Aerial Application Technology Research Session](#)
- [Profiles in Excellence: Celebrating NAAA's 2021 Award Recipients](#)
- [22% of 2021 Agricultural Aviation Accidents Were Fatal](#)
- [CEO's Message: 2021—A Centennial, a Disrupted Supply Chain, an Ag Economy Rebound; 2022—A Forecast](#)

Back issues are available in *Agricultural Aviation's* [Issue Library](#).

Get the Free Agricultural Aviation App

If you haven't installed the free Agricultural Aviation Magazine App on your smartphone or tablet, you are missing out on a great way to tap into a library's worth of *Agricultural Aviation* issues in the palm of your hand. Download the Agricultural Aviation Magazine App and see how easy it is to use. The app is compatible with all [Apple](#), [Google](#) and [Amazon](#) mobile devices and can be downloaded from their respective app stores by searching "Agricultural Aviation Magazine." Enable push notifications to be alerted when new digital editions are published and to receive occasional notifications about pertinent articles.

Update Your Information for 2022 Membership Directory

Have you moved or changed employers since you renewed your NAAA membership? Allied companies, have you reviewed your company description lately? Ensure your listing in the 2022 NAAA Membership Directory is correct today by logging into your account. If any information has changed, please let us know right away. You can provide your information by:

- Updating your information at [AgAviation.org](https://www.agaviation.org). Log in using your username and password and update your information under My Profile.
- Emailing your changes to information@agaviation.org.
- Responding to the letter or email that you will receive in a couple of weeks.
- Faxing your changes to (202) 546-5726.
- Calling the NAAA office at (202) 546-5722.

We must have your updated information by Jan. 25 to guarantee accurate inclusion in the 2022 NAAA Membership Directory!

Set Yourself Up for New Year's Success by Renewing Your NAAA Membership

Renewals are now open for the NAAA 2022 membership year. You can renew [online](#) today or over the phone at (202) 546-5722. As a member of NAAA, you associate with the best and brightest in the agricultural aviation industry and your support is imperative in helping us accomplish our initiatives and celebrate industry milestones. NAAA has spent the past couple of years gearing up to help the industry celebrate 100 years in 2021 and continuing into 2022!

- NAAA developed a 100th anniversary campaign and large public relations effort, including:
 - The long-awaited *Agriculture's Air Force: 100 Years of Aerial Application* book, which is 268 pages and covers 10 decades of industry history (purchase it [here](#)).
 - 100th Anniversary [website](#).
 - 100th Anniversary timeline [online](#) and that you can [purchase](#) for your operation and/or events.
 - **Documentaries: 2-minute video, 8-minute documentary** and a comprehensive **19-minute documentary**.
 - NAAA has helped the industry celebrate the 100th anniversary at **AirVenture 2021** in Oshkosh, Wisconsin; the **Aug. 3 centennial celebration** in Leesburg, Virginia; **"Innovations in Flight Family Day"** at the National Air and Space Museum's Udvar-Hazy Center in Chantilly, Virginia; and the **National Agricultural Aviation Museum events** in Jackson, Mississippi.

Additional important NAAA membership benefits:

- Discounts on NAAA attendee and exhibitor fees for the 2022 Ag Aviation Expo in Knoxville, Tennessee, Dec. 5-8. It is four days packed full of sun, fun, education sessions where you can earn CEUs and tons of networking!
- **Legal services** on Federal Transportation Laws to NAAA Operator and Pilot Members.
- NAAA provides proof of distance needed to safely turn an ag aircraft to refute claims made by wind farms, towers and other obstructions. [Read more](#).
- You'll receive the 2022 NAAA Membership Directory in May. It is your one-stop shop where you can find professional members that might be looking for help or offering help and a plethora of qualified allied services in the industry.
- Stay up to date on the latest issues affecting your profession through the NAAA eNewsletter, *Agricultural Aviation* magazine, our social media accounts and exclusive member resources online such as our Media Relations Kit.

NAAA is dedicated to protecting and advancing the needs of the industry by improving the public's perception of the aerial application industry and spearheading the industry's environmental stewardship and safety initiatives.

We appreciate your membership as it will help us continue to fight and win to keep aerial application as an essential service during the current global pandemic and on important issues like unfair user fees and taxes; requiring tower marking requirements; and ensure the safe integration of drones into the national airspace; and advocating that EPA keeps a healthy inventory of crop protection products for aerial use without unnecessary restrictions. **Your membership helps us better represent your interests.**

Air & Space Quarterly Examines Leland Snow's Ag Aircraft Manufacturing Legacy

Looking for a great read? Check out the feature on Air Tractor founder Leland Snow and the 100th anniversary of the industry in the Winter 2022 edition of *Air & Space Quarterly*, a magazine of the Smithsonian National Air and Space Museum, which has a circulation of nearly 200,000. The article discusses Snow's successes, challenges and making the impossible, possible.

"In an era when astronauts were striving to reach the moon, Snow blazed a lower-altitude frontier: agricultural aircraft, more commonly known as crop-dusters. A precise, efficient flight path eight feet above the crop canopy was Snow's consuming interest and lifetime endeavor," writer Stephen Joiner wrote.

Over a 60-year career, Snow conceived 30 original designs of agricultural aircraft, beginning in the 1950s with the Snow Aeronautical S-2, the first purpose-built commercial ag plane. "If there was a Mount Rushmore of agricultural aviation, Leland Snow would have to be on it," NAAA CEO Andrew Moore said in the piece. Read the full piece [here](#).

NAAA Submits Last Set of Registration Review Comments to EPA for 2021

In late December, NAAA submitted the final set of pesticide registration review comments to the EPA for 2021. The comments were on risk assessments for dodine/dodecylguanidine hydrochloride (DGH) and spirodiclofen. Risk assessments are conducted by the EPA for each active ingredient being reviewed and are used to make decisions on whether a product should be reregistered and, if so, determine if any

new restrictions are needed to ensure safety. The EPA conducts ecological and human health risk assessments as part of a product's registration review.

The risk assessments for both pesticides were done using the Tier 1 model in AgDRIFT. This model uses many inaccurate assumptions and substantially overestimates the risk of drift associated with modern aerial applications. These faulty assumptions include a smaller than commonly used droplet size, a swath displacement shorter than industry standards, a slight inversion present during the application despite being prohibited on the label, wind speed measured at a height appropriate for ground applications instead of aerial applications and modeling the application to bare ground instead of a standing crop.

In our comments, NAAA referred the EPA to a [letter](#) submitted to the EPA's Office of Pesticide Programs in **June of 2020** for a detailed analysis of all the inaccuracies of the Tier 1 model and how to use the Tier 3 AgDRIFT model to improve the accuracy of aerial drift estimates. The labels for dodine/DGH require a medium or coarser droplet size, so the risk assessments were conducted with a medium to coarse droplet size. NAAA agreed with using the larger droplet size but pointed out that does not alleviate all the other errors associated with the Tier 1 model. The ecological and human health risk assessments for spirodiclofen were done with different droplet sizes in the Tier 1 AgDRIFT model, which NAAA pointed out adds confusion to the review process.

NAAA will continue to monitor the pesticide registration review process in 2022 and comment as necessary to ensure the agricultural aviation industry has access to the pesticides our customers need.

Register Your Private Airport with the FAA

NAAA fields inquiries every year regarding obstruction incursions to the airspace around members' private airports. The FAA only gets involved in obstructions to publicly used airports. Private airports generally are not afforded protection by the FAA. You probably have a lot invested in your airport: hangars, developed runways and loading areas. You would not have much value left if the airport became unusable. While the FAA as an agency may not help you, having an FAA designation may provide protection from towers, wind and solar energy development and urban sprawl. In some areas when developing wind energy, local zoning authorities have required setbacks from officially recognized airports, private or public.

Local and state zoning and land use statutes may provide protection. However, local zoning authorities often require evidence that a private airport's existence is a legitimate claim. Registering your airport with the FAA is one way to establish legitimacy. Having your airport registered may also be useful in litigation against an entity putting up an obstruction.

To register a new airport or make substantial changes to an existing airport, a form [7480-1](#) must be filled out and submitted to the associated FAA Regional Office or submitted online at the [Obstruction Evaluation/Airport Airspace Evaluation office](#).

Do you have a privately owned airport that is already registered? If so, protect it by making sure the FAA does not list it as closed indefinitely in its airport database. The FAA is in the process of removing airports if it has not heard from the manager for several years. For example, in one state alone in the upper Midwest, 54 private airports (several are known aerial applicator airports) will be removed from the database if they do not contact the FAA.

The best way to check and update your airport is at the following link for the FAA's [Airport Data and Information Portal](#) (ADIP). Once on the site, click on "Public Login." If you haven't done so previously, this site requires you to register as a user. To register, click on "Register" at the ADIP site. Once you get registered on this site, click on "Update Facility Data," then look at the box that lists "Airport Status." It should say "operational." If not, make the required changes.

Airworthiness Directive Issued for Bell Textron Canada 206 Model Helicopters

The FAA is adopting a new airworthiness directive (AD) for certain Bell Textron Canada Ltd. Model 206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3 and 206L-4 helicopters. This AD was prompted by reports of cracked or missing nuts on the tail rotor drive shaft couplings. NAAA reported on the proposed AD in the [September 23, 2021 NAAA eNewsletter](#). This AD requires removing certain nuts from service, installing newly designed nuts, and applying a specific torque and a torque stripe to each newly installed nut.

Action is required within 600 hours time-in-service (TIS) after the effective date of Jan. 27. Read the full AD [here](#).

NAAA Objects to EPA Canceling Aerial Use for Two Pesticides

Recently NAAA submitted comments to the EPA on three registration review proposed interim decisions (PID) for the active ingredients cycloate, inorganic chlorates and napropamide. The EPA is required by the Federal Insecticide Fungicide and Rodenticide Act (FIFRA) to review the registrations for all crop protection products every 15 years. PIDs are released after the EPA completes human health and ecological risk assessments for a pesticide. They are considered interim instead of a full reregistration of a product because the biological evaluations and pollinator protection assessments still need to be completed for most products.

The PID for inorganic chlorates had drift mitigation label language for aerial applications that was largely acceptable. Like many recently proposed interim decisions, the labels for this active ingredient would set the wind speed limit to 15 mph. There would be a requirement that when applying in wind speeds of 11 to 15 mph, the boom length must be reduced to a maximum of 65% of wingspan for fixed-wing aircraft and a maximum of 75% of rotor diameter for helicopters. For applications at wind speeds of 10 mph or less, the maximum boom length would be 75% of wingspan for fixed-wing aircraft or 90% of rotor diameter for helicopters. Swath displacement would be ½ swath

on the downwind edge of the field when winds are 10 mph or less, and $\frac{3}{4}$ swath on the downwind edge of the field when wind speeds are 11 to 15 mph. The EPA also proposed requiring gloves for mixers and loaders supporting aerial applications of inorganic chlorates, which NAAA did not object to.

The PID for cycloate proposed removing aerial application from all labels. While technically not prohibited, the EPA recommended removing aerial application because they indicated it was not commonly used to apply products containing cycloate. NAAA pointed out that even though it might not be common, growers should still have the option to use aerial application for situations when a ground application would not be possible, such as when the soil was too wet for ground rigs.

The PID for napropamide proposed banning aerial applications for the same reason—aerial applications are not common, according to the EPA and the product's registrants. NAAA made the same arguments against this ban—just because aerial application is not common does not mean growers do not need it. When timing is critical and other application methods are not possible, aerial application is the only way to get a product applied. The EPA also listed a potential inhalation risk of concern for mixers and loaders, so NAAA recommended the label require a respirator when mixing and loading for aerial applications.

NAAA stands ready to continue commenting on EPA registration reviews in 2022 and beyond. The EPA recently released its registration review schedule for the next four years, and NAAA has reviewed the schedule to prepare for the upcoming documents.

2021 Ag Aviation Expo Highlights from RFD-TV

Market Day Report anchor Tammi Arender from RFD-TV was on the scene in Savannah filing reports from the 2021 Ag Aviation Expo. We showed most of the interview segments she taped in the last two eNewsletter issues, but here are all six reports, including Arender's final interview with Mid-Continent Aircraft Corp. VP Dennie Stokes.

Arender has an open invitation to visit again next year at the 2022 Ag Aviation Expo in Knoxville, Tennessee, which is just a few hours away from RFD-TV's Nashville studios!

RFD's *Market Day Report* with Mid-Continent VP Dennie Stokes at the 2021 Ag Aviation Expo

RFD's *Market Day Report* with 2021 NAAA President Mark Kimmel at the 2021 Ag Aviation Expo

RFD's *Market Day Report* with NAAA CEO Andrew Moore at the 2021 Ag Aviation Expo

RFD's *Market Day Report* with NAAA Government Relations Committee Chair Damon Reabe at the 2021 Ag Aviation Expo

RFD's *Market Day Report* with Air Tractor President Jim Hirsch at the 2021 Ag Aviation Expo

RFD's *Market Day Report* with Pratt & Whitney Canada VP Nicholas Kanellias at 2021 Ag Aviation Expo

2021 NAAA Ag Aviation Expo Photos Available for Sale

Hundreds of photos from the 2021 NAAA Ag Aviation Expo are available for viewing and purchase from NAAA's official convention photographer, Randy Thompson Photography. An online gallery is set up at RandyThompsonPhotography.zenfolio.com, where photos can be purchased for \$5 per download or a CD of all the images for \$30.

Click the "NAAA 2021 Savannah" photo gallery to [view the photos](#) and find your favorite keepsakes from the 2021 NAAA Expo. If you have trouble completing a purchase through the online store or need further assistance, please contact Randy Thompson at randyphoto@att.net.

EPA Extends Expiration Deadline for Pesticide Applicator Certification Plans

On Dec. 17, the EPA announced an extension to the expiration deadline of federal, state, territory and tribal certification plans. The 2017 Certification of Pesticide Applicators final rule established stronger standards for people who apply restricted use pesticides (RUPs). It required that agencies with existing certification plans submit proposed modifications by March 4, 2020, to comply with these new standards.

Some of these new standards included the establishment of an aerial application category that would require unique continuing education for that specific form of application. The rule also specified that existing certification plans would remain in effect until the EPA completes its reviews and approves the proposed plan modifications, or until those plans otherwise expire on March 4, 2022, whichever occurs first. Due to the COVID-19 pandemic, along with the complexity of plans, the EPA has decided to extend the existing plan's expiration deadline to Nov. 4, 2022. For aerial applicators, this means they will continue to use their state's current certification plans to obtain the training and certifications they need to use RUPs for the 2022 application season.

During this extension period, the EPA will issue a proposed rule and seek public comment through a Notice of Proposed Rulemaking (NPRM) on the need for extending the expiration date beyond Nov. 4, 2022. In the meantime, the EPA encourages stakeholders to submit comments on this current deadline extension. Comments on this interim final rule will be considered in the development of the final rule. The full interim final rule can be found [here](#), and comments can be submitted [here](#).

Approved Engine List for Unleaded Aviation Gasoline Expanded

General Aviation Modifications Incorporated (GAMI) has released its official list of engines approved for use with its new G100 high octane unleaded aviation gasoline. The list includes most known low compression aviation engines. This includes engines used in agricultural aviation, including the Pratt & Whitney R-1340 and the R-985 radial engines. The updated list can be viewed [here](#). High compression engines are expected to be approved sometime in the spring of 2022.

As NAAA reported in the [July 29, 2021 NAAA eNewsletter](#), the FAA announced during Air Venture 2021 that G100 had been approved for use in Cessna 172s with Lycoming engines. It is expected that just the engines and not airframes will require approval to use the G100 replacement fuel. Users will need to purchase an STC for the approved engine.

NAAA, while recognizing the need for an unleaded aviation gasoline, has insisted that the development of the fuel consider aviation safety first. This approved fuel satisfies that requirement. There are other potential benefits of G100 over 100LL, such as less plug fouling, cleaner oil and possibly more power. While the availability of G100 is currently very limited, engine approvals are the required next step in transitioning aviation away from leaded fuels.

Order Aerial Application Centennial Specialty Items

Are you looking for holiday gifts for ag pilot enthusiasts in your life? The Support Fundraising Committee has sourced great 100th anniversary of aerial application products so that you can commemorate the anniversary for years to come. These products are for sale until Jan. 31 and will be mailed directly to you.

Click [here](#) to view the items and download and fill out the order form. *Please do not send the form to NAAA; email it to sales@bobscustomtrophies.com. Call (515) 961-7342 with questions.*

1. **Wooden Cutting Board:** 9" x 13": \$40
2. **Single Cork Coaster (left in photo):** 4" with faux suede back: \$10 or 4/\$35
3. **Blue leatherette coaster with bottle opener:** \$15

1. **100th Anniversary Logo-etched stemmed wine glass:** \$20
2. **100th Anniversary Logo-etched pint glass:** \$20
3. **100th Anniversary Logo-etched stemless wine glass:** \$20
4. **100th Anniversary Logo-etched rocks glass:** \$20

Additional 100th Anniversary Resources

1. [AgAviation100.com](#), featuring two and eight-minute videos, historical timeline and news articles featuring the anniversary from across the U.S.
2. Purchase [Agriculture's Air Force: 100 Years of Aerial Application](#) book.
3. Download the [100th anniversary logo](#) for your use.
4. Attend the [2021 Ag Aviation Expo](#) in Savannah, Dec. 6-9.

We All Have a Telling History: Use Yours and NAAA's Materials to Broadly Communicate Agricultural Aviation's

By Andrew Moore, NAAA CEO

If you are an active citizen in the world of aerial application, don't be a static audience member during this epic centennial event. Take the stage with us and bring out your inner thespian as we enunciate the gospel of agricultural aviation to the public.

History is not just documenting famous or infamous people, times and events. We all have a history—a story to tell about ourselves that can contribute to the next and future generations' betterment. One could also believe that sharing our history is one of the meanings of life—to improve and evolve our world by sharing the key to living a good life and sharing the hazards and obstacles that may hinder such living.

NAAA has reached the climax in the centennial epic of sharing our industry's history to the public, which of course was Aug. 3, 2021. But just because the official centennial anniversary date is behind us doesn't mean all efforts to share the importance of our industry to the public have passed you by. We will be celebrating the centennial of agricultural aviation for an entire year. We continue to reach out to policymakers, our brethren in the fields of agriculture and aviation, to the trade press, to the public and to the national news media. We continue to share our history of improving the cultivation of food, fiber and bioenergy consumed globally and how we've learned from harrowing experiences and evolved technologically to fine-tune our craft, use less product to cover more acres and better care for Mother Earth. We are continuing to use all types of media to educate the public—three different length video documentaries, a comprehensive book of our history, social, print, trade and news media releases and a special website, [AgAviation100.com](#), to share the 10-decade story of ag aviation and we will continue to do so through July of 2022.

If you are an active citizen in the world of aerial application—whether an operator, pilot, crew member, service-parts-equipment provider or related tangentially to the industry in another way—don't be a static audience member during this epic, year-long centennial event. Take the stage with us as we enunciate the gospel of agricultural aviation to the public. Inform your local television stations, newspapers and radio stations about the industry's 100th anniversary, even if it is by simply directing them to [AgAviation100.com](#). On that site, there is a "[Get Involved](#)" tab with a draft press release about the 100th that discusses the importance of the industry, its progressive evolution, and directs readers to [AgAviation100.com](#) to learn more. Feel free to cater that press release to your own operation and experience and send it to your local news outlets.

You can also brush up on the ag aviation script about the importance of ag aviation, environmental safeguards that are common practice today and other industry talking points on NAAA's media relations kit webpage that may be found [here](#).

The media relations kit also includes suggestions on how to best communicate to the media and public when espousing ag aviation's significance. If you don't feel comfortable communicating directly, no worries. NAAA staff and an assortment of ag aviation ambassadors can be used as understudies and take over that role, but do make sure the public and news media in your area are informed of our centennial milestone to maximize the value of this pivotal once-in-a-lifetime event.

Don't forget, we all have a great story to tell about this industry. Whether it is how one got into the industry; the training to fine-tune ag aircraft and the application equipment; how ag aviation provides to local employment and the local economy; or how after five generations, our technology and experience are such that we produce more per acre, showing that our care for the environment continues to progress—all of these anecdotes are both important and fascinating to public audiences.

It's up to us all to tell the story to continue this industry's remarkable legacy. And again, just because the official anniversary date has occurred, our centennial lasts a year and you can still contribute plenty. Please join the ag aviation cast for this once-in-a-100-year performance that is leading to glowing public reviews and will continue to do so throughout the year.

NAAA Releases Book of the Century! Buy It Today

NAAA has released the book of the century—a century of agricultural aviation, that is.

One hundred years ago, an aerial crop dusting experiment spawned the birth of the agricultural aviation industry. To commemorate agricultural aviation's 100th anniversary, NAAA is pleased to present ***Agriculture's Air Force: 100 Years of Aerial Application***.

Agriculture's Air Force provides a new, updated account of aerial application's history, 35 years after Mabry Anderson's masterpiece, *Low & Slow: An Insider's History of Agricultural Aviation*, was published. NAAA's meticulously sourced book is based on a collective history of the agricultural aviation industry based on material from *Agricultural Aviation* magazine, *AgAir Update*, *Low & Slow* and other resources.

Beginning with *Agricultural Aviation's* Spring 2021 issue, NAAA has been publishing excerpts from *Agriculture's Air Force* and will continue to do so through the Fall 2021 issue. Those stories are just a small slice of what's in the 268-page hardback edition, however. The complete book contains so much more.

Agriculture's Air Force delves into the intersection of agriculture and aviation. It chronicles the agricultural aviation industry's growth from its infancy in 1921 through the boom times after World War II and on to today's modern era of high-tech aerial application.

The finished hardback book has been years in the making but well worth the effort. "This is a significant piece of work covering not just the industry's history, but its essence," NAAA CEO Andrew Moore said. "We are proud of it and believe it will make a lasting contribution to the industry."

The story of agricultural aviation is much like the broader story of aviation: It is mostly punctuated with interesting smaller moments sandwiched between milestone developments. Aerial application is also the story of technological leaps and bounds.

Agriculture's Air Force covers five eras spanning more than 10 decades. In addition, it features 34 Spotlight pieces focused on significant individuals, organizations, trends, technologies and topics related to aerial application.

Agriculture's Air Force: 100 Years of Aerial Application may well be NAAA's most enduring 100th anniversary initiative. One thing's for sure: It is no textbook. The commemorative book is written from a fresh perspective that is entertaining and enlightening. Readers will come away with a new appreciation for agricultural aviation as a profession and the dedicated individuals who propel it forward.

Order Your Copy of Agriculture's Air Force Today!

Agriculture's Air Force retails for \$45, excluding shipping. Order it from [AgAir Update's Online Store](#).