

# NAAA eNewsletter

## Future of Leaded Av Gas Uncertain

Last week, the EPA released a letter addressed to several environmental groups and one county in California stating that the agency now intends to develop a proposal regarding whether lead emissions from piston-engine aircraft cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare. The EPA plans to issue a proposed endangerment finding later this year. After evaluating comments on the proposal, the EPA plans to issue any final endangerment finding in 2023. To read these letters, click [here](#).

Although the automotive industry has been able to move away from leaded fuel by using fuels such as ethanol, the same fuel transition cannot be as easily accomplished with aircraft. Adding ethanol to avgas could lead to vapor lock, cause corrosion, possibly introduce water into the fuel system and reduce the energy content of the fuel. The EPA has in the past accepted the case for continuing to use lead in aviation fuel as it is necessary for the safety of flight with gasoline-powered engines. NAAA insists on safety first for aircraft operations that depend on leaded aviation fuels and will comment as such to the EPA.

An endangerment finding could result in the elimination of leaded avgas. There has been concern about lead in aviation fuel since the 1980s when lead was removed from automotive fuel. While no good solution has been previously found, a new unleaded fuel has been developed. NAAA reported in the [July 29, 2021 eNewsletter](#) that the Federal Aviation Administration formally awarded a supplemental type certificate (STC) to General Aviation Modifications Inc. (GAMI) for an unleaded 100-octane avgas called G100. The list of [approved engines](#) has been greatly expanded, with more engine approvals expected in the spring of 2022.

## EPA Announces Endangered Species Act Protection Policy for New Pesticides

On Jan. 11, the U.S. Environmental Protection Agency (EPA) reversed decades of practice by announcing a new policy related to Endangered Species Act (ESA) provisions. From now on, before the EPA registers any new conventional pesticide active ingredient (AI), it will assess the potential effects of the AI on federally listed threatened or endangered species and their designated critical habitats and initiate ESA consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service where appropriate.

Prior to this announcement, the EPA did not consistently assess the potential effects of conventional pesticides on listed species when registering new AIs. This policy often resulted in litigation for the EPA. The agency hopes the new policy will reduce ESA litigation and improve the legal defensibility of new AIs. If the EPA determines that jeopardy or adverse modifications to an endangered species are likely, it will only make a registration decision after adequate mitigation measures are in place.

The EPA is also continuing to explore applying these new ESA approaches to new biopesticide AIs and new antimicrobial AIs. Additionally, the agency is currently developing a detailed work plan to outline additional improvements to further the agency's compliance with the ESA, including more stakeholder engagement opportunities.

## NAAA Comments on Overwatch Aero LLC Drone Petition for Relief from FARs

This week NAAA submitted comments on Overwatch Aero LLC's petition for relief from specific parts of Federal Aviation Regulations (FARs) 14 CFR § 61 and 91 to operate drones heavier than 55 pounds outside of TFRs and beyond active emergency flights. Because the drones are heavier than 55 pounds, they do not operate under FAR Part 107—regulations for commercial drones under that weight. Overwatch Aero had to request relief from the FAA to be exempt from parts of FAR Part 107 to operate. While requests from drone companies for relief have become routine, NAAA continues to comment against parts of the requests it believes make the airspace less safe for low-altitude manned aircraft.

NAAA's comments oppose requests for exemptions dealing with airworthiness and maintenance and reiterated that the requirements for heavy drones outside of FAR Part 107 should be identical to those of manned aircraft. NAAA's comments may be viewed [here](#). If you would like to view the petition for relief, click [here](#).

## USDA Unveils Plan to Combat an Additional 50 Million Acres of Wildfires

Earlier this week, the USDA laid out its plan to address the worsening threat of wildfires over the next decade. Specifically, 20 million acres in the National Forest System and an additional 30 million acres of federal, state, tribal and private lands are projected to be treated with preventative efforts like pruning and prescribed burns in the Pacific Northwest, the Sierra Nevada Range in California, the Front Range in Colorado and the Southwest.

The new measures are largely funded from the bipartisan infrastructure law that President Joe Biden signed in November. That package included \$3.3 billion for the Forest Service and Interior Department for wildfire mitigation and firefighting resources along with \$45 million annually for five years to carry out rehabilitation programs in burned areas.

## Update Your Information for 2022 Member 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](mailto: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.](#)

## 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 last 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 Eclet, 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 were held Jan. 18 at Sanders Funeral Home in Lubbock, Texas. Mass of Christian Burial took place yesterday, Jan. 19, at Saint John The Baptist Catholic Church in Lubbock, followed by graveside services at the Lubbock cemetery.

Please celebrate Frank's life by visiting [sandersfuneralhome.com](https://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.

## 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: hangers, 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 adopted 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](#).

## Order Aerial Application Centennial Specialty Items

Are you looking for 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](mailto: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](https://www.agaviation100.com), featuring three versions of NAAA's "Aerial Applicators' Growing Role: 100 Years of Agricultural Aviation" video, a 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.

## 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](https://www.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](https://www.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](https://www.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](#).