

NAAA eNewsletter

14 CFR Part 137 Operations Are Not Subject to OpSpecs

NAAA is once again hearing reports of operators being contacted by FAA inspectors demanding they fulfill various requirements related to 14 CFR Part 119 for operations specifications (OpSpecs). NAAA is aware of the issue and has been in contact with the FAA, which is currently working on a fix for the problem. Below are a few key reminders if the FAA contacts you making requests not backed up by the FARs. For a full description of the issue, please read this [article from the Winter 2020 issue](#) of *Agricultural Aviation*.

- There are no OpSpecs for 14 CFR Part 137 operations.
- A Letter of Authorization (LOA) for Part 137 operations is not required by 14 CFR Part 137 either.
- It is requested in the spirit of cooperation for national security reasons that Part 137 operations complete an A003 LOA to facilitate tracking the nations agricultural aircraft fleet (response to 9/11 terrorist attacks).
- Part 137 operations are not required to have new aircraft or aircraft brought in from other operations to help during a pest outbreak inspected before putting them on an A003 form or putting them into service.
- If you have an aircraft you need to use for work but are being told by an inspector you can't fly it or add it to your A003 form until it has been inspected, do not wait. Inform the inspector of their error using these points and the article and fly the aircraft.
- Part 137 operations do not have to provide a copy of any aircraft lease to an inspector.

NAAA will inform members when the FAA has updated its guidance to deal with this confusion. If you are having trouble with your local FSDO, please contact [Scott Bretthauer](#), who can assist with contacting FAA headquarters to clear up the situation.

NPDES PGP Litigation Surfaces in Federal Appeals Court

Litigation over the EPA's NPDES Pesticide General Permit (PGP) has surfaced in California. The Center for Biological Diversity (CBD) filed a lawsuit against the EPA (No. 21-71306) with the U.S. Court of Appeals for the 9th Circuit last October. The CBD is raising unspecified violations of the Clean Water Act and the EPA's failure to properly consult with other federal agencies enforcing the Endangered Species Act. The 9th Circuit directed the parties to explore mediation. The appeals court also established a briefing schedule and agreed to pause scheduling a court date until July 29 while the parties worked with a mediator. A status report was due June 13 to the mediator but has not been entered in court.

This lawsuit would only affect the federal PGP administered by the EPA in Massachusetts, New Hampshire, New Mexico, the District of Columbia and U.S. territories (except the Virgin Islands) and on certain federal facilities and tribal lands. It does not affect state-issued PGPs.

NAAA has advocated for legislation amending the Clean Water Act to not require pesticides approved for water safety under the Federal Insecticide, Fungicide and Rodenticide Act from complying with NPDES permits due to its duplicative nature. With the farm bill expiring next year, NAAA will advocate for such legislation again.

NAAA will report on further developments as they occur.

AD Issued for PT6A-34, -34B, -34AG, -114 and -114A Turboprop Engines with Specific CT Vanes and Blades

In April, the FAA issued an awaited airworthiness directive (AD) on Pratt & Whitney Canada Corp. PT6A-34, -34B, -34AG, -114 and -114A model turboprop engines. It was prompted by several reports of low-time fractures of compressor turbine (CT) blades causing loss of power or in-flight shutdown of the engine.

AD 2022-08-13 requires the following actions to be taken within 250 flight hours or 270 days after the effective date of May 27, 2022, whichever occurs first:

- Remove from service any CT vane, part number (P/N) 3029051, 3032151 or 3123001, repaired in accordance with Southwest Turbine Inc. (STI) Repair Specification STI 72-50-254 (STI 72-50-254) and replace with a non-STI 72-50-254 repaired CT vane.
- Remove from service any CMSX-6 CT blade that has been operated on an affected engine with any CT vane repaired in accordance with STI 72-50-254.

The complete AD is available [here](#). The FAA initially proposed it in August 2020. The FAA estimates that AD 2022-08-03 impacts 907 engines installed on airplanes of U.S. registry. The agency estimates that 63 engines will need to replace the CT vanes and CT blades.

Guidance from Covington Aircraft on AD 2022-08-13

The following information has been provided by Covington Aircraft Engines' Robert Craymer and Fletcher Sharp.

Robert Craymer
robertc@covingtonaircraft.com
(662) 910-9899

Fletcher Sharp
fletchers@covingtonaircraft.com
(214) 766-1212

Compressor turbine vane rings (CTVR) that are affected by the AD: Part numbers 3029051, 3032151 and 3123001 that have been repaired in accordance with repair process STI 72-50-254. **This is a specific repair process performed by Southwest Turbine Inc. Part number vanes repaired by specific repair STI 72-50-254 are the only ones affected by this AD.**

To determine if your engine is affected:

Review your engine logbooks. There should be entries for hot section inspections and/or CT vane replacement. One may also have 8130-3 forms from the CTVRs that have been installed. If you find any of the above-mentioned CTVR part numbers that have been repaired in accordance with the referenced repair process, then your engine is affected. In addition, if your engine has CMSX-6 blades (single crystal blades), then the blades will require replacement.

If you know a vane replacement has occurred but the logbook doesn't contain complete data or an 8130-3 to identify the CTVR or how it was repaired, the only way to verify if your CTVR is affected is to split the engine and complete a review of the CTVR. You can also contact your local mechanic who performed your last hot section, as they may have records from their work order.

Keep in mind that when a CTVR is changed, it must be done in accordance with the information in the engine maintenance manual. One must replace the CTVR with a like flow class CTVR to avoid having performance issues upon reassembly.

There is no Alternate Means of Compliance (AMOC). The only "fix" is to remove any CTVRs that were repaired to the process mentioned in the AD note by STI and install a compliant CTVR.

Additional information from Robert Craymer on addressing AD-2022-08-13 is available in *AgAir Update's* June 2022 issue at tiny.cc/Craymers-counsel.

C-PAASS: 2023 Coming Soon

Apply for 'Ag Wings of Tomorrow' Scholarship by Aug. 31

From seeking a mentor to finding the funds for training, the road to becoming an ag pilot is fraught with obstacles, but having \$5,000 in seed money certainly helps. Thanks to the generous support of BASF and Thrush Aircraft, \$20,000 in aid is available through the **2022 NAAA "Ag Wings of Tomorrow" Scholarship Program** to assist four aspiring ag pilots in their journey.

The goal of NAAA's "Ag Wings of Tomorrow" Scholarship Program is to strengthen the aerial application industry by helping operator members bring new pilots into the profession and help fund their training. Applicants must be sponsored by an NAAA Operator member. Scholarship recipients may use the proceeds for flight training or aviation or ag-related coursework at a university, college, community college or other institution of higher learning. A stipend for a trainee in an NAAA Operator-sponsored apprentice program is also permissible. The scholarship program is administered by NAAA and funded by educational grants from BASF and Thrush.

This year, NAAA will award up to four scholarships valued at \$5,000 each. Investing in aspiring ag aviators is a win-win for NAAA Operator members and individuals seeking training funds to support their pursuit of becoming a professional ag pilot.

How to Apply

To be considered for the 2022 scholarship, along with completing the two-part application, every applicant must submit:

- **A letter of recommendation** from the NAAA Operator member sponsoring the applicant.
- **An essay of 250 words or less** explaining why the applicant wants to pursue a career in agricultural aviation and how they would use NAAA's "Ag Wings of Tomorrow" Scholarship to further their education and training.
- **A one-page résumé or list of activities** detailing all agricultural and aviation experiences, education and training.

Pictured above from left to right, last year NAAA awarded \$5,000 scholarships to Thomas Wiltz of Lafayette, Louisiana; Kolby Pfyl of Orland, California; Weston Meise of Moses Lake, Washington; and Autumn Smith of Cozad, Nebraska. NAAA will announce the recipients of the 2022 "Ag Wings of Tomorrow" Scholarships in December at the Ag Aviation Expo in Knoxville, Tennessee.

To learn more about the 2022 NAAA "Ag Wings of Tomorrow" Scholarship, review the instructions included with the **2022 application**. The scholarship application can also be found at AgAviation.org/scholarship. Please contact NAAA at (202) 546-5722 or information@agaviation.org for clarification about any of the application requirements.

While the applicant must be sponsored by an NAAA Operator member, NAAA membership is not a prerequisite for applying for the scholarship. Still, becoming an **NAAA Associate member** is an excellent way for candidates to learn more about the industry and augment their training.

The deadline to apply for the 2022 “Ag Wings of Tomorrow” Scholarship is Aug. 31.

2022 Support Scholarship Contest Entries Due Sept. 15

Attention, higher-education students: Don't pass up the opportunity to vie for a combined \$3,000 in educational scholarships. NAAA is accepting submissions for the **2022 Support Scholarship Media Contest** through Sept. 15. Prizes include a \$2,000 scholarship from the NAAA Support Committee and a \$1,000 scholarship, courtesy of Covington Aircraft.

As it was in 2021, the theme for this year's contest is **“What role does ag aviation play in producing a local commodity?”**

The 2022 Support Scholarship Media Contest is open to any individual who is sponsored by an NAAA member. The scholarship is not restricted to individuals pursuing a “flying career” and can be used toward any educational pursuit beyond high school (at any age).

Entrants must be a senior in high school or registered in higher education by the fall semester of 2022. Previous winners are not eligible to compete. Contestants have the choice of submitting an essay of at least 1,500 words or a video or PowerPoint presentation at least five minutes long.

Submissions should be sent as an email attachment by Sept. 15 to information@agaviation.org. More information about eligibility requirements, contest guidelines and sample essays from past scholarship recipients are available [here](#).

Exhibitor Details for the 2022 Ag Aviation Expo: Booth Sales Open July 14

Join us for the 2022 Ag Aviation Expo in the **new location** of Knoxville, Tennessee, Dec. 5–8. NAAA Expo attendees and exhibitors will take over several hotels and the convention center in thriving downtown Knoxville, which is full of restaurants featuring great southern cuisine, fun bars and unique shops. Knoxville is also a short drive to the Great Smoky Mountains, which offer excellent **pre and post**-Ag Aviation Expo trip ideas.

Because Knoxville is a day's drive for more than half of the U.S., we're expecting a large crowd at this year's Ag Aviation Expo. Exhibiting allows you to get your company, product/service and brand in front of an expected 1,500 attendees. We hope to see you and your company in Knoxville!

The NAAA Trade Show will take place Dec. 6, 12 p.m.–5:30 p.m. and Dec. 7, 10 a.m.–4 p.m. Review the **NAAA Exhibitor Prospectus** and **exhibitor webpage** for further details, pricing and dates. Click here for a full **schedule of events**.

Booth Sales for Aircraft & Large Booth Space Now Open: If you plan to bring an aircraft, need a 20'x20'+ island booth, a 10'x30'+ inline booth or plan to be a Diamond or Platinum Sponsor, please contact **Lindsay Barber** ASAP to ensure the best placement on the trade show floor.

10'x10' and 10'x20' Booth Space: Booth sales for 10'x10' and 10'x20' spaces will begin on Thursday, July 14, at 12 p.m. ET/11 a.m. CT. All details will be emailed to Allied members and posted **online**.

Details for the 2022 Ag Aviation Expo

- **Dates:** Dec. 5-8, 2022
- **Location:** Knoxville Convention Center
- **Kickoff Breakfast Speaker:** **Captain Scott Kelly**, first astronaut to complete year-in-space mission.
- **General Session Speakers:** **Dr. Stan Musick & Michelle Miller**
- **Schedule of Events:** See the current, tentative schedule [here](#).
- **Hotel:** Details [here](#).
- **Attendee Registration:** Opens July 1.
- **Exhibitor Booth Sales:** Large booth sales open. 10'x10' and 10'x20' booth sales open on July 14. Please **email Lindsay Barber** if you would like to secure a large booth space.
- **Sponsorship Opportunities:** Sponsorships are now available. View the **opportunities online**. Please **email Lindsay** if you would like to secure a sponsorship from last year or would like to be contacted about 2022 opportunities! We have sponsorships available for all budget sizes.
- **Auction Donations:** **Thank you to Pratt & Whitney Canada for donating a PT6-34AG to this year's NAAA Live Auction.** While we are still several months away from the Ag Aviation Expo, we are already accepting donations for the **Live and Silent Auction**. The earlier you inform us of your auction donation, the more advertising you will receive on the NAAA website and in NAAA publications. Support the aerial application industry by donating an item today. **Email Lindsay** with your donation details.

Thrush Aircraft Announces Certification of New Aircraft Model and Corresponding Production Expansion

On June 8, the Federal Aviation Administration (FAA) granted **Thrush Aircraft LLC** a Type Certificate for its newest aircraft model, the 510P2+, powered by a PT6-140AG engine and a 4-blade Hartzell propeller. The 510P2+ is the first of four certification programs the aerial application aircraft manufacturer has launched for two engine and airframe configurations.

The certification programs will combine Thrush's best 500-gallon airframe with additional engine options from Pratt and Whitney Canada (PT6-34AG and PT6- 140AG) to create its new 510P2 and 510P2+ aircraft models. Both engines integrate with single- and dual-cockpit versions of the airframe, which historically has been used for Thrush's 510G model.

Thrush expects its other three configurations to receive certification later this summer. The manufacturer currently has orders for 510P2 and 510P2+ models to be delivered to eight countries. Performance data will be published on both models in June and July.

Thrush has already established its new production line. By the time the first two type certificates are awarded, it expects to have 12 aircraft completed and ready for delivery (about half -140 powered, half -34 powered). The company plans to hire more than 125 people over the next 12 months to grow its production capacity to meet the increased market demand.

Thrush will continue to build and deliver the 710P aircraft, as the certification program does not affect that production line.

"The new P2 and P2+ deliver increased performance, productivity and reliability to our customers," Mark McDonald, Thrush Aircraft's CEO, said. "We are continuing to invest in our production capacity to meet the growing demand for our products and services, and we are grateful for the positive initial feedback and the significant preorders from the marketplace."

NAAA congratulates Thrush Aircraft for bringing its new 510P2+ model to fruition.

NAAA Operator Matt Hovdenes Featured on AgWeek TV

North Dakota aerial applicator Matt Hovdenes appeared on *AgWeek TV* on June 11. With planting off to a late start in his region, *AgWeek TV* interviewed the Right Way Ag. operator to see how the delayed plantings have affected his spray business so far this season. *AgWeek's* newspaper is read primarily in the local North Dakota area.

Hovdenes said that field conditions vary widely in his area, with some farmers getting their planting in and others struggling to even get started. If conditions remain wet, he expects to see some prevented planting acres that will still require herbicide applications. For more on Hovdenes's assessment of the aerial application conditions in his area, watch his *AgWeek TV* segment below.



NAAA & Air Tractor to Exhibit at AirVenture 2022 in Oshkosh, Wisconsin

After five successful appearances at EAA's AirVenture from 2016 to 2019 and in 2021, NAAA will once again exhibit at AirVenture in Oshkosh, Wisconsin, July 25–31 to showcase the aerial application industry and wrap up the industry's 100th anniversary celebration.

NAAA has partnered with Air Tractor for this year's exhibit, and the company will provide an aircraft for the booth. NAAA staff and volunteers will be on hand throughout the week to speak with attendees who want to learn more about ag aviation.

NAAA will again host an information forum about the aerial application industry where we will discuss the industry and how to become an ag pilot. We are awaiting the date and time of our presentation and will post it when it's made available.

Presenting to the attendees of AirVenture is a wonderful way to educate adults and children about the importance of our industry in producing a safe, affordable and abundant supply of food, fiber and bioenergy, in addition to protecting forestry and controlling health-threatening pests. The representation by our industry at AirVenture is a move in the right direction to bring positive awareness about aerial application to the general public.

AirVenture Oshkosh, which is organized by the Experimental Aircraft Association (EAA) each summer at Wittman Regional Airport, is a weeklong celebration of aviation. NAAA exhibits at AirVenture to bring more awareness to careers in the aerial application industry because the weeklong show is flooded with aviation enthusiasts, aviation media, military personnel and young aviators looking for new

opportunities. AirVenture is the largest airshow in the United States. AirVenture 2021 attendance was approximately 608,000 attendees, which is only the third time in the event's history to reach an attendance of more than 600,000. NAAA's presence at AirVenture helps our industry recruit potential ag pilots.

July is a very busy time of year for ag pilots; however, we know some operators and pilots visit AirVenture. Some even exhibit their own aircraft. Many NAAA Allied members also exhibit each year, and we encourage you to visit with them if you are on-site. If you will be at AirVenture, visit us in booths 446/457 in the [main aircraft display area](#) near the traffic control tower. If you are exhibiting, [let us know where you'll be!](#)

Are you looking for a way to spread the good word about aerial application and share our industry with your community? Check out NAAA's brochure that talks about the positives of aerial application, "[Flying for Your Food.](#)" And don't forget to use [NAAA's Media Relations Kit](#) when speaking on behalf of the industry.

Stay tuned to the AirVenture excitement on NAAA's [Facebook](#), [Twitter](#) and [Instagram](#) pages for updates and to view photos while NAAA staff members are on-site at AirVenture.

Interim Airworthiness Directive Issued for Robinson Helicopter R22 and R44

The FAA is adopting a new airworthiness directive (AD) for certain Robinson Helicopter Company Model R22 BETA, R44 and R44 II helicopters. This AD requires inspecting the engine RPM sensor wiring and installing a wiring kit. Even though this is considered an interim AD with the FAA still accepting comments, it still goes into effect within 15 hours time-in-service or 15 days after the effective date of June 29, 2022.

The AD requires inspecting the engine RPM sensor wiring for damage and, depending on the outcome, accomplishing repairs. This AD also requires modifying the governor wiring connection to the airframe harness by installing wiring kit KI-288 for Model R22 BETA helicopters and wiring kit KI-287 for Model R44 and R44 II helicopters. These inspections and repairs are also addressed in Robinson Helicopter Company R22 Service Bulletin SB-119 and Robinson Helicopter Company R44 Service Bulletin SB-111.

The complete AD is available [here](#). To submit comments, follow the links in the AD or click [here](#). Comments must be received by July 29.

Recording of June 6's Successful NAAREF In-Season Safety Session, Loaded with Excellent Tips, Now Online

The NAAREF in-season safety session held on June 6 was a great success. Over 100 people participated in the session. Five PAASS presenters served as panelists, including 2022 NAAA President Jim Perrin, 2022 NAAREF President Matt Hovdenes, 2017 NAAA President and former NAAREF President Dominique Youakim, longtime operator and ag pilot Craig Bair, and Brian Townsend, a helicopter aerial applicator who has also operated fixed-wing aircraft before this season as well. Cory Richtmyre joined Jim Perrin, whom Perrin is currently mentoring into the ag aviation industry.

The panelists opened the discussion by reviewing accident trends from the 2021 and 2022 seasons, with key takeaways being high numbers of wire-strike accidents and accidents involving helicopters. They then focused the discussion on wire-strike avoidance, the vital importance of an operator's devoted mentorship, and helicopter operations.

A video of the NAAREF in-season safety session can be viewed [here](#).

Judge Halts California Spray Program Citing Health Risk

Sacramento County Superior Court Judge James Arguelles has ordered the California Department of Food and Agriculture (CDFA) to suspend its pesticide spray program, ruling that state officials failed to adequately assess the chemicals' health risks.

The California Department of Food and Agriculture authorized the Statewide Plant Pest Prevention and Management Program in 2014, which endorsed the application of pesticides on public lands and some private property to "prevent the introduction and spread of injurious insect or animal pests, plant diseases, and noxious weeds" as threats to California agriculture. The order will halt applications under the Statewide Plant Pest Prevention and Management Program within two months, exempting projects whose environmental impact reports have already won court approval.

Judge Arguelles's decision follows a state appeals court's decision in October that found the CDFA understated the amount of pesticide it uses and failed to account for potential harm to waterways, bees and other pollinators. The rulings against the CDFA resulted from consolidated suits brought by the North Coast Rivers Alliance and Environmental Working Group. The environmental and health groups have charged that the more than 75 pesticides used by the program didn't fully look into all the environmental factors.

The injunction will stay in place until the agency corrects violations of the California Environmental Quality Act cited by the courts.

2022 NAAA Membership Directory & Annual Report Mails

The 2022 NAAA Membership Directory & Annual Report is en route. Most members should receive their copy soon.

The NAAA Membership Directory & Annual Report is an indispensable asset, and as the title suggests, it is only available to our valued members. At 236 pages, this year's directory is filled with valuable information. As always, it is loaded with operator and pilot contacts, as well as contact information for the premier suppliers of parts and services to the industry.

Other items of interest in the 2022 directory include NAAA's Member Code of Conduct; information about NAAA's NPDES pesticide general permit compliance resources; checklists for how to respond to a UAV encounter with an ag aircraft or if fired upon while operating an ag aircraft; an overview of NAAA's tower safety outreach resources; a detailed timeline of milestones and key accomplishments since the birth of the agricultural aviation industry 100 years ago; and interesting facts about the aerial application industry; plus, details on various education, training and outreach resources available to members at little to no cost. The directory also contains several handy forms, including the NAAA Awards Nomination Form and the 2022 NAAA "Ag Wings of Tomorrow" Scholarship Application.

We have gone to great lengths to ensure the accuracy of our membership listings but also recognize that perfection is a moving target. If your contact information has changed, you can update it at any time by logging into your member account at AgAviation.org. Enter your username and password and click on "Your Account" to get started. Don't forget to click SAVE CHANGES at the bottom of the page to record your changes. Those changes will sync in real time with NAAA's Online Member Directory.

While you're at it, add a headshot or company logo to your profile and become one of the faces of the aerial application industry. If you have any problems logging into [NAAA's website](https://NAAA.org), call (202) 546-5722 for assistance.

Thank you for being a member of NAAA and for the work you do to ensure a safe, affordable and abundant supply of food, fiber and bioenergy for the world. It's the continued support of people like you that helps sustain this great industry.

Explore Members' Grassroots Efforts and More Tower Safety Resources on NAAA Website

The story of Minnesota operator Ryan Lubben's comments seeking modifications to the Dodge County Wind Project, which was first reported in the [June 2, 2022 NAAA eNewsletter](#), has been added to the [Grassroots Efforts](#) page of the Towers Policy section of NAAA's website. The Grassroots Efforts page features articles chronicling steps NAAA members have taken that have led to the successful passage of meteorological evaluation tower (MET) marking laws in their states or enabled constructive dialogues with state legislatures and local tower erectors regarding the hazards that METs and poorly placed wind turbines present to aerial applicators.

The [Towers Policy](#) section of the website features a variety of tower safety resources. Here are some of them.

Tower Safety Resources

Tower Issue Brief: NAAA's tower issue brief provides the history and current status of tower marking and logging efforts on the national level and is updated several times a year to account for new developments. This valuable resource—NAAA's primary resource when talking to federal legislators—serves as an informational guide for members and state legislators when discussing tower issues.

Public Outreach Tools: Landowners are being asked to make crucial decisions that will impact farmers and their neighbors for years to come. It's up to everybody in the industry to educate the public about the consequences that ill-planned wind energy development can have on agriculture and aviation. NAAA created a series of [Wind Tower Safety Ad Slicks](#), [radio scripts](#), [Tower Safety Stuffers](#) and [meteorological evaluation tower-marking warning letters](#) for members to use in their markets that raise awareness about the problematic effects of wind energy development on agriculture and aviation.

"[Learn Before You Lease](#)" is the newest ad in NAAA's suite of wind tower safety ads, which are made for co-branding. [Offered in multiple sizes](#), operators and state associations can localize the ad slick by adding their logo to it.

Safe Tower Distance for Ag Aircraft Turns: NAAA developed useful information to refute proposed setback distances from wind turbines and other tower-like obstructions. The information may be used by operators and state associations when dealing with wind farm and tower companies claiming that their obstructions do not hamper aerial application activities to crops.

Explore these and more tower resources at AgAviation.org/towers.

FAA's GA Survey for 2021 Coming to a Close

The FAA's annual General Aviation and Part 135 Activity Survey (GA Survey) is coming to an end. There are still a couple of weeks left to participate, so if you received the invitation but haven't completed it yet, now is the time.

The GA Survey is for reporting on activity for the calendar year 2021 and is the only source of information available that provides reliable data on the GA fleet, including the number of aircraft and hours flown. The GA Survey is especially important to the agricultural aviation industry. NAAA uses the results to calculate an overall accident rate and a fatal accident rate for Part 137 operations.

Participation in the GA Survey is voluntary, but the agricultural aviation industry needs your input. If you are selected to participate in the GA Survey, you will receive an email or postcard invitation asking you to complete the survey online. It only takes 10 to 15 minutes to

complete the survey and the information is confidential.

If you have questions, please contact Tetra Tech, the independent research firm that conducts the GA Survey for the FAA, toll-free at 1-800-826-1797 or by email at infoaviationsurvey@tetratech.com.

If you have three or more aircraft, you can contact Tetra Tech to get the shorter form.

FAA Proposes AD for Bell 204, 205, 210 Helicopters

The FAA has proposed adopting a new airworthiness directive (AD) for all Bell Textron Inc. Model 204B, 205A, 205A-1, 205B and 210 helicopters. (Bell Helicopter Textron Inc. previously held Bell Textron Inc.'s type certificate.)

The proposed AD was prompted by events involving failure of the tail boom attachment structure. It would require revising the existing Rotorcraft Flight Manual (RFM) for the helicopters and repetitive inspections of structural components that attach the tail boom to the fuselage. Depending on the results of the inspections, the proposed AD would require removing certain parts from service or re-bonding the structure.

The complete proposal is available [here](#). To submit a comment, click the previous link or [use this link](#) to reach the comment portal directly. Comments are due to the FAA by July 22.

FAA Issues AD for Bell 212 and 412 Helicopters

The FAA is adopting a new airworthiness directive (AD) for certain Bell Textron Inc. Model 212, 412, 412CF and 412EP helicopters. It was prompted by a report of a cracked check valve. This AD requires inspecting certain engine oil and fuel check valves and, depending on the results, repetitively inspecting and removing the check valve from service. The directive also prohibits installing affected engine oil and fuel check valves on any helicopter.

The complete AD may be viewed [here](#). Action is required within 25 hours time-in-service or 30 days, whichever occurs first after the AD takes effect July 6.

Ag Aviation Expo Sponsorships Available—Boost Your Company's Brand!

Join us for the **2022 Ag Aviation Expo** in Knoxville, Tennessee, Dec. 5-8. Sponsorship sales are open for this year's convention, where we're expecting a large crowd at this new Ag Aviation Expo location. Branding at the Ag Aviation Expo is a great opportunity to get your message in front of the agricultural aviation industry and reach a targeted and nationwide audience of aerial applicators in North America—an audience responsible for applying 28% of crop protection products to commercial cropland in the U.S.

Take advantage of [getting your company name](#) in front of the expected 1,500+ operators, ag pilots and other attendees directly related to the agricultural aviation industry through an Ag Aviation Expo sponsorship.

Six reasons why you should be a sponsor at the 2022 NAAA Ag Aviation Expo:

1. A targeted audience will see your company's name and/or logo.
2. Sponsorship enhances your company's credibility and rapport.
3. You will gain brand awareness and recognition.
4. You will generate new sales and/or leads and potential business partnerships.
5. You can drive attendees to your booth and message through your sponsorship.
6. According to a post-convention survey, 75% of aerial applicators stated that they would be "very likely" to use the products and services of a company that sponsors an event at the Ag Aviation Expo. View [sponsorship opportunities here](#).

By becoming a sponsor, attendees will:

- Remember your company, services and products.
- See you as a supporter of the ag aviation industry.
- Recognize your brand.
- See you as a partner and industry visionary.
- Hold you above others in purchasing decisions.

For more information, contact [Lindsay Barber](#) by email or phone at (202) 546-5722.

Details for the 2022 Ag Aviation Expo

- **Dates:** Dec. 5-8, 2022
- **Location:** Knoxville Convention Center
- **Kickoff Breakfast Speaker:** [Captain Scott Kelly](#), first astronaut to complete year-in-space mission.
- **General Session Speakers:** [Dr. Stan Musick & Michelle Miller](#)
- **Schedule of Events:** See the current, tentative schedule [here](#).

- **Hotel:** Details [here](#).
- **Attendee Registration:** Opens July 1.
- **Exhibitor Booth Sales:** Large booth sales open. 10'x10' and 10'x20' booth sales open July 14. Please [email Lindsay Barber](#) if you would like to secure a large booth space.
- **Sponsorship Opportunities:** Sponsorships are now available. View the [opportunities online](#). Please [email Lindsay](#) if you would like to secure a sponsorship from last year or would like to be contacted about 2022 opportunities! We have sponsorships available for all budget sizes.
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Register for InfoAg Conference at the TFI Member Rate

The Fertilizer Institute invites NAAA members to register for the 2022 InfoAg Conference at the TFI member rate—the lowest rates offered. InfoAg is the premier event for ag retail agronomy leaders and field professionals to explore innovations in agriculture, including aerial application and drone technologies. The conference takes place July 26-27 in St. Louis, Missouri. [Click to register](#) and learn more. Use promo code **FERT22** at checkout to save. Contact Alice McKinnon at amckinnon@tfi.org for more information.

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 published excerpts from *Agriculture's Air Force* and continued 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](#)**.