

NAAA eNewsletter

New NAAA Membership Video Shows Why You Should Renew Your Membership for 2023

Thank you for your support of NAAA as a 2022 member. NAAA delivers remarkable value that benefits your bottom line, provides the crop input tools you need, enhances the industry's safety and professionalism through substantive educational programming and offers excellent business networking opportunities. Please [renew your NAAA membership](#) for 2023. Watch our new video below, where you'll hear from your fellow members why membership is essential to your business.

NAAA continues to passionately advocate on behalf of ag aviation and raise awareness about its benefits to the public and national policymakers, which we capitalized on across policy and all media channels during the [100th anniversary](#) of the industry.

This positive coverage of the industry and its importance to global food, fiber and bioenergy production comes at a crucial time as NAAA fights to preserve the aerial use of pesticides that are being targeted for cancellation or unnecessary and burdensome restrictions under current EPA leadership. It takes your membership resources to save these aerial uses and positively represent the industry before the public.

As the industry moves into its second century, NAAA and NAAREF have developed a way to augment industry advancement of safety and application accuracy while showing your customers, regulators, insurers, pesticide manufacturers, and the public the professional nature of the industry. Our new [Certified-Professional Aerial Applicator Safety Steward \(C-PAASS\)](#) program, launching in 2023, will fill that very role for those that want to participate. We know education works to reduce accidents and drift occurrences based on PAASS program stats. Since the first PAASS season in 1998-1999, the ag aviation accident rate (number of accidents per 100,000 hours flown) has dropped nearly 26%, and the fatal accident rate has fallen 10%.

The impetus for developing C-PAASS was to expand and gain recognition for maximizing professionalism by ultimately receiving additional benefits for being certified, such as insurance discounts and more flexibility pertaining to pesticide label language and for ag pilots to market to their customers that they have undergone additional training and development to best ensure that they can provide high-quality service.

Please make it a priority to [renew your NAAA membership](#)—the payoff far exceeds what you will spend in dues in the form of effective advocacy that reduces regulation and taxes affecting your aerial application business. Trade association membership dues are tax deductible.

EPA Likely to Miss Oct. 1 Registration Review Deadline, Litigation Could Follow

The EPA must complete the second 15-year registration review process required by the Food Quality Protection Act by Oct. 1. The EPA will not meet this deadline since Endangered Species Act consultations and endocrine disruptor assessments are not included in interim registration review decisions. Some environmental activist nongovernmental organizations are expected to file suit shortly after this deadline, asking the EPA to vacate the registration of products that have not completed the registration review.

Litigation is expected to be a lengthy process, but there is a risk of future product loss. NAAA is working with the Pesticide Policy Coalition, grower groups and the EPA to mitigate the risk of litigation and explore a possible legislative solution this Congress. We will continue to keep you updated on the status of these efforts.

OMB to Review 'Interim' WOTUS Definition

The EPA and Army Corps of Engineers have sent to the White House for pre-publication review their final, interim definition of WOTUS. According to the White House Office of Management and Budget's (OMB) website, OMB received the final Revised Definition of "Waters of the United States" (WOTUS) on Sept. 12. The agencies originally aimed to finalize the rule by the end of August. OMB review is designed to take about 90 days, but this time can vary depending on the rule.

The EPA and the Corps proposed their “interim” WOTUS definition in November 2021. The proposed rule interprets WOTUS to mean the waters defined by a collection of Corps and EPA regulations referred to as the “1986 regulations,” with amendments to reflect the agencies’ interpretation of the statutory limits on the scope of WOTUS as informed by Supreme Court decisions, including *Rapanos v. United States*.

Some Republican lawmakers earlier this year urged the agencies to pause their efforts until after the Supreme Court rules in *Sackett v. EPA*. The Supreme Court’s decision to hear *Sackett v. EPA* this fall will potentially shape the EPA’s rulemaking, implementation and breadth of its authority under the Clean Water Act (CWA). The *Sacketts* are a pair of Idaho landowners seeking to narrow the scope of the CWA, especially as it applies to wetlands. They are urging the Supreme Court to adopt their proposed two-step framework for determining CWA jurisdiction, which would abandon the “significant nexus” test. Oral arguments for *Sackett v. EPA* are scheduled to happen on Oct. 3. Despite this litigation, the EPA has said it plans to propose a “revised” definition of WOTUS in November 2023.

National Academies of Sciences Report Confirms Negative Impact Ligado Networks’ Plan Will Have on GPS

Back in [January](#), NAAA participated in an aviation briefing for the National Academy of Sciences, Engineering, and Medicine (NASEM) committee responsible for conducting the independent technical review of the Federal Communications Commission’s (FCC) decision to authorize Ligado Networks to develop a network in the L-band radio spectrum. Agricultural aviation was used as a case study on how Ligado’s proposed network will negatively impact non-certified GPS receivers.

Last week NASEM issued its report on Ligado’s planned operations in the L-band. NASEM confirmed the FCC’s 2020 decision will create significant risks of harmful interference to GPS-dependent aircraft safety systems used by essential air operators when operating within close proximity to Ligado towers, validating the concerns raised by the FAA and the aviation industry. The report also found that the proposed solutions to potential interference to GPS caused by Ligado’s network are not feasible in terms of either timeliness or cost-effectiveness.

NAAA is pleased with NASEM’s findings, which were also supported by U.S. Sens. Jim Inhofe and Jack Reed, the ranking member and chairman of the Senate Armed Services Committee, respectively. Their support comes shortly after they led a group of their colleagues in sending a letter to the FCC urging them to reconsider granting Ligado Networks’ request. NAAA will continue to support all efforts urging the FCC to reconsider granting the license request of Ligado Networks.

FAA Pushes Back Requirement for Drone Remote Identification

As reported in the [March 31, 2022 NAAA eNewsletter](#), new drones manufactured on or after Sept. 16 would have been required to be capable of transmitting their geospatial and timestamped identification (RID). This date has been pushed back to Dec. 16, 2022. The FAA recognized that its approval of [ASTM Standard Practice for Remote ID Means of Compliance](#) on Aug. 11 left little time for drone manufacturers to comply. The date all drones must start transmitting RID remains the same: Sept. 16, 2023.

RID is a method to obtain information from an operating drone, such as an identifying number, by anyone with a personal electronic device, like a smartphone, that receives Wi-Fi or Bluetooth signals. That identifying number can then be given to law enforcement and regulatory agencies that can use it to identify the owner/operator to investigate complaints.

A limited number of apps are becoming available that claim to be able to perform this function. Apps such as “Remote ID,” an FAA remote ID scanner, are available in the Google Play Store. Wi-Fi signals are currently used to track drones for operational control, and some information from them may be available before Sept. 16, 2023. NAAA has not tested these apps. These apps may become more numerous now that the means of compliance [has been published](#).

NAAA continues to push for safety measures such as RID and ADS-B technology to assist with safely integrating drones into the national airspace.

NAAA Comments on University of California at Berkeley’s Drone Petition for Relief from FAA Safety Requirements

Last week NAAA submitted comments to the FAA on the University of California at Berkeley’s petition for relief from specific safety requirements within Federal Aviation Regulations (FARs) 14 CFR Part 91 to operate a heavy drone weighing over 55 pounds (lbs.) up to 630 pounds in rural and remote areas to collect gravitational measurements. Drones heavier than 55 pounds do not operate under FAR Part 107—regulations for commercial drones under that weight—as such, they are required to request relief from the FAA to be exempt from certain parts of the FARs to operate. NAAA’s comments opposed the University of California’s request for exemptions dealing with safe altitudes, fuel requirements and maintenance. NAAA maintains that the requirements for heavy drones outside of FAR Part 107 should be similar to those of manned aircraft.

Supporting documents in the petition indicate that the drone will be operated in airspace that has “controlled access.” Controlled access is not defined, and NAAA found it necessary to comment that without the issuance of a temporary flight restriction (TFR), the national airspace is open to other aircraft. Airspace in rural and remote areas is often used by manned agricultural aircraft.

UC Berkeley's request for relief may be viewed [here](#). NAAA's comments may be viewed [here](#). While FAA requests for relief have become routine, NAAA continues to comment against parts of the requests due to its belief that it makes the airspace less safe for manned aircraft and the general public.

Dawning of a New Age at NAAA

NAAA is excited to announce the hiring of Dawn Tullis as the association's new program associate. Before joining the National Agricultural Aviation Association, Dawn worked as a membership and conference coordinator at the International Association of Suicide Prevention. Her work ranged from supporting that group's 75 chapters and managing their database management to co-leading registration and vendor communications for significant conferences. She will use her experience in fundraising, customer service, volunteer coordination, membership retention and meeting management to help us with our NAAA programs and the launch of C-PAASS.

Dawn, originally from Orlando, Florida, lives in Virginia with her son, Jakari, and three dogs (Nico, Buddy and Mr. Chubs). She enjoys traveling, eating good food, yoga, exploring national and state parks and spending time with her family. Please join us in welcoming Dawn Tullis to the NAAA staff.

NAAA's Season-ending Operator Survey Closes Friday

Thank you to the more than 150 operator members who have taken NAAA's season-ending Part 137 operator survey so far. If you are an operator who'd like to participate in NAAA's season-ending operator survey but haven't had time yet, that's OK. Our 10th annual season-ending operator survey will remain open until Friday, Sept. 16, at 11:59 p.m. PT.

The results of the 2022 End-of-Season Operator Survey will form the basis for an article in *Agricultural Aviation* magazine. Your responses are confidential and will be reported in aggregate form.

Operators, to get started, look for an invitation for the 2022 End-of-Season Operator Survey in your inbox. The most recent request went out yesterday, and a final reminder will go out tomorrow morning. If you have questions or need further assistance, please contact Jay Calleja at jcalleja@agaviation.org or (202) 546-5722.

2022 Support Scholarship Contest Entries Due Today!

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](#).

G100 Unleaded Avgas Approved!

On Sept. 1, General Aviation Modification Inc.'s (GAMI) 100 octane unleaded avgas, G100UL, received complete approval for the use of its fuel in all spark ignition piston engines in the FAA's type certificate database and every airframe powered by those engines. This includes both low- and high-compression engines used in agricultural aviation, such as the P&W 1340, and horizontally opposed engines used in Cessna and Piper agricultural aircraft and several helicopter models.

Any qualified refiner or blender of fuel may be licensed to produce this fuel. Ann Arbor, Michigan-based fuel supplier Avfuel is standing by to manage the logistics and distribution of G100UL. Initially, G100 is expected to be more expensive than current 100LL avgas, but the price should come down as sales volume increases. In addition, an unleaded avgas will potentially cause fewer maintenance issues, spark plugs should remain clean, and oil changes can be extended.

In a podcast, GAMI co-founder George Braly said that they have been working on this project since 2009 and had the current formula developed and tested six years ago. The last six years have been spent dealing with the FAA. Braly also said that the blending process is simple, and any competent refiner or blender will be able to produce G100UL. To listen to Braly's podcast, click [here](#).

Braly did not provide a timeline for when the fuel would be readily available nationwide but did say they plan on starting deliveries in California, where some airports have banned the use of leaded avgas. G100UL is a "drop-in" fuel that does not require any changes to the airframe or engine. It is completely fungible with 100LL in any concentration. An STC will have to be obtained by aircraft owners to use

G100. How the STCs will be managed was not addressed.

The issue of lead in aviation gasoline has been of great concern to the aviation industry. It became a greater concern this year as the EPA has said it will be issuing a proposed endangerment finding in 2022. That has not happened yet, but if it does, leaded avgas could be banned within a couple of years.

Swift Fuels LLC has an approved unleaded avgas for low-compression engines (UL94) and is working on an unleaded fuel for high-compression engines. In addition to G100 and UL94, at least two other fuels are reported to be in the development stage.

NAAA is an Avgas Coalition member and has remained insistent that any unleaded fuel must have the same safety performance as leaded fuel. It does appear that G100 fits that requirement. To read the news release, click [here](#).

Aspen Ag Helicopters Shines at Ventura County Fair

Last month NAAA operator member Rob Scherzinger's company, Aspen Ag Helicopters, spent nearly two weeks exhibiting at the Ventura County Fair in Ventura, California. The Ventura County Fair returned Aug. 3-14 after a two-year absence due to pandemic cancellations in 2020 and '21.

Aspen Ag Helicopters, which is based in Oxnard in Ventura County, has been a longtime supporter of the county fair. The company has bought FFA and Grange Youth animals at the fair's junior livestock auction. Aspen Helicopters' families also have entered jellies and jams, baked goods and quilts in various food and fiber contests, Scherzinger said. This year, for the first time, Aspen Helicopters decided to put one of its aerial application helicopters on a static display in the fair's Agriculture & Natural Resources Building. The department's mission is to entertain and educate the community about Ventura County agriculture.

Scherzinger contacted NAAA and the California Agricultural Aircraft Association (CAAA) in search of supporting materials for Aspen Helicopter's display. "We got some little glider kits from CAAA to hand out to the kids along with the NAAA brochures 'Flying For your Food,' 'The Search for the Next Generation of Ag Pilots Is On' and 'Fly Into Your Future.'"

Between the helicopter display, the helpful handouts and meaningful interactions with members of the community, the nearly two-week event was well worth it to Scherzinger and his employees.

"It was a big hit with a lot of people," Scherzinger said. "It ran for 12 days. We flew the helicopter to the fairgrounds two days before it opened and landed in the middle of the carnival rides. We had a lot of security there to help make it safe. Then our maintenance crew put ground handling wheels on the ship and we pushed it into the big ag building for its new home for the next two weeks. We ran four videos of various crop spraying loops. They ran from 12 noon to 9:30 p.m. every night."

"The fair superintendents were very happy" with the Aspen Helicopters display, Scherzinger said. "Participation was expectedly low this year. This was the first fair in three years due to COVID. Some of the big tractors and farms weren't here, but we are expecting them next year. We won the ag superintendents' award and a Blue ribbon for 'Best Feature' exhibit. We feel good about it."

Scherzinger adds, "The main reason I wanted to do this was to reach out to our local community and let people know that 'us ag pilots are normal guys.' We are not barnstorming hotrodders."

Well done, Rob—mission accomplished!

NAAA-NAAREF Board Meetings Oct. 7-8 in Oklahoma City

The October 2022 NAAA & NAAREF Board and Committee meetings will take place Oct. 7-8 in Oklahoma City, Oklahoma. Some meetings begin Thursday, Oct. 6, and PAASS Train the Trainer will take place Oct. 5-6. [Click here](#) to view a schedule.

Please note: All board books will now be provided electronically. Board and Committee members will receive a link and directions to download the electronic board book approximately one week before the meetings. The board book can be downloaded to your computer, tablet or you can print your committee items.

All meetings are open to NAAA members. If you are not a board or committee member but you're interested in attending, please contact [Lindsay Barber](#) for more details.

Hotel Details

Skirvin Hilton Oklahoma City
One Park Avenue

Oklahoma City, OK 73102
Hotel Phone: (405) 272-3040

- **Reservations:** [Click here](#) or call 800-4HONORS and refer to NAAA/NAAREF committee meetings.
- **Room Rate:** \$149/night
- **Room Block closed Sept. 10, 2022**

Register & Book Your Travel to Knoxville for the Ag Aviation Expo

The 2022 Ag Aviation Expo will be here before you know it from Dec. 5–8, so it's time to start thinking about registration and your travel to Knoxville. [Attendee registration](#) and [booth sales](#) are open! You'll hear from Captain Scott Kelly, the history-making NASA astronaut who spent one year in space, at the Monday [Kickoff Breakfast](#). At Tuesday's [General Session](#), you'll hear from Dr. Stan Musick and Michelle Miller, the Farm Babe.

If you're looking to grow your business, find a job or sell a product or service in the aerial application industry, the 2022 Ag Aviation Expo is the place for you! Our expo has everything from a world-class trade show floor featuring aircraft and helicopters to education sessions, expert speakers and many networking opportunities!

Knoxville is located at the intersection of I-75 and I-40, just a day's drive from more than half of the U.S. [McGhee Tyson Airport \(TYS\)](#) offers more than 20 direct flights. Flying your own aircraft? Check out [Knoxville Downtown Island Airport \(DKX\)](#).

As you search your airfare options into Knoxville for the Ag Aviation Expo, visit NAAA's Transportation Discount webpage at AgAviation.org/transportation and explore tickets on American, Delta and United Airlines.

Knoxville is centrally located for those in the eastern U.S. who would like to drive. *Contact your [hotel](#) for parking details. Book your hotel room [online](#).*

- **Atlanta, GA:** 192 miles
- **Birmingham, AL:** 252 miles
- **Charlotte, NC:** 215 miles
- **Cincinnati, OH:** 248 miles
- **Louisville, KY:** 238 miles
- **Memphis, TN:** 388 miles
- **Nashville, TN:** 178 miles
- **Raleigh, NC:** 333 miles
- **Richmond, VA:** 420 miles

Low-Time Pilot Registration

If you are an ag pilot with less than five years of experience or are interested in becoming an ag pilot, we are offering a special price to attend the NAAA Ag Aviation Expo for pilots like you. Further details are available [here](#) (*scroll down to the Low-Time Pilot Registration section*).

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- **Auction Donations:** Thank you to Pratt & Whitney Canada for donating a PT6-34AG engine to this year's NAAA Live Auction. While we are still a few 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.

NAAA CEO Discusses Aerial Application Trends with Farm Journal Media

NAAA CEO Andrew Moore identified five trends that will bolster and/or affect the aerial application industry in some respects as it embarks on its second century of operations. The observations emerged during a wide-ranging interview with Margy Eckelkamp, the editor of *The*

Scoop, a Farm Journal magazine. Eckelkamp distilled those trends into a listicle article on **[“5 Trends Carrying the \[Ag Aviation\] Industry Forward”](#)** that was featured across Farm Journal Media's digital platforms.

Eckelkamp's "5 Trends" article appeared on [AgWeb.com](#) on Aug. 25. The article was also teased in the AgWeb AM and The Daily Scoop newsletters on Monday, Aug. 29. AgWeb AM has an audience of 140,000 mostly grower subscribers. The Daily Scoop delivers agronomic and business news to about 30,000 subscribers, primarily ag retailers, distributors, crop consultants and farm managers.

In terms of specific trends Moore cited, on the positive side, he said the demand for aerial application is increasing. Furthermore, aerial application is part of the "Climate Smart Agriculture" movement. Finally, while the ag aviation industry may be 100-plus years old, it continues to adapt and is a technology leader.

Moore also cited two ongoing challenges (and key policy priorities for NAAA). First, Moore stressed that the No. 1 priority for the association is working toward product availability for aerial applicators. Second, low-altitude obstacles remain a persistent safety risk for ag aviators.

To learn more about the trends carrying the ag aviation industry forward, continue reading [here](#).

NAAA Augments its Policy, Education and Safety Services with Hiring of Matt Gill

With an influx of more rigid federal policies forthcoming from the federal government pertaining to pesticide use and climate change, coupled with NAAA establishing a voluntary professional aerial application certification program designed to further mitigate accidents and augment aerial application professionalism, the association has hired Matt Gill from the University of Illinois.

Gill received his graduate degree at the University of Illinois in agricultural engineering and has worked as an extension specialist in agricultural technology at the university's Department of Agriculture and Biological Engineering for several years. He is a familiar face in the aerial application industry, having worked as an Operation S.A.F.E. aircraft application efficacy analyst for years. He also is the chairman of the **NAAREF Operation S.A.F.E.** Committee and will be the recipient of this year's **Evans-Christopher Operation S.A.F.E. Award**, which recognizes individuals who have made outstanding contributions to the Operation S.A.F.E. program.

Gill will serve as NAAA's manager of education, safety and policy starting Oct. 1. He will serve again under his former supervisor at the University of Illinois, Dr. Scott Bretthauer, whose title will now be director of policy, education and safety. NAAA CEO Andrew Moore said about the NAAA staff strengthening, "With the current administration taking a more aggressive approach toward the regulation of pesticides and the environment, and NAAA establishing its professional certification program, **C-PAASS**, next year to reward participation in education programs proven to mitigate accidents and improve application efficacy, now is the time to buttress staff with knowledgeable individuals. We welcome Matt Gill on board the NAAA team to help us do just that."

Matt Gill (right) will start with NAAA on Oct. 1 as manager of education, safety and policy and will serve again under his former Univ. of Illinois supervisor, Dr. Scott (Gilligan) Bretthauer (left).

NAAA Member Operation Garrett Flying Service Featured on RFD-TV's 'Market Day Report'

NAAA members Will and Bob Garrett of Garrett Flying Service in Danbury, Texas, along with pilot and fellow member Andy Christian, were featured by Tammi Arender on RFD-TV's *Market Day Report* on Aug. 30.

Rice is Garrett Flying Service's predominant crop, and Will Garrett and Christian treat thousands of acres in Texas each year. "It's a great life," Christian said on camera. "You can't ask for anything else [but] to come to work, go do a job and help raise crops ... and know you contributed something at the end of the day to help people out."

During a voiceover, Arender, a *Market Day Report* correspondent and anchor, said, "Ag aviators are crucial to food and fiber production. These pilots are often referred to as crop doctors. They help farmers fight pests, weeds and infertility. And while increasing yields for farmers is the goal, safety is their priority."

Watch the complete segment [here](#) or by clicking on the photo at the beginning of this article.

NAAA applauds Garrett Flying Service for being positive spokespersons for their company and the agricultural aviation industry.

2022 Ag Aviation Golf Tournament Oct. 15-16

NAAA members are invited to join your Arkansas brethren for a fun weekend of golf and fellowship Oct. 15-16. The **Red Apple Inn and Country Club** in Heber Springs, Arkansas, is hosting the **2022 Ag Aviation Golf Tournament**.

The \$175 entry fee covers two rounds of golf, happy hour and dinner at the Red Apple Inn and Country Club on Saturday evening. (A dinner-only fee of \$45 is available for non-golfers.) The tournament starts at 8 a.m. Saturday, Oct. 15, with a two-person scramble format. The final round tees off Sunday, Oct. 16, with a shotgun start at 8 a.m.

Inn rooms and two-bedroom condos are available at the Red Apple Inn for \$150 and \$235/night, respectively. Call the Red Apple Inn at 1-800-733-2775 and use the reservation code "AG AVIATION" to reserve your room.

To register for the 2022 Ag Aviation Golf Tournament, please complete the [player registration form](#) and mail it with a check payable to "Ag Aviation Golf Tournament" to:

Brenda Watts
120 Norris Lane
Watson, AR 71674
(870) 377-5241

Sponsorship opportunities are also available, including placing your name on a tee box or banner. Please refer to the [sponsorship registration form](#) for more information.

A small group of Arkansas aerial applicators organizes the annual golf tournament. Each year the organizers donate the tournament's proceeds to a different organization of their choosing. Proceeds from the 2022 tournament will be donated to St. Jude Hospital. For more information, please contact the 2022 Ag Aviation Golf Tournament organizers. Contact information for members of the tournament committee is available [here](#).

NAAA Membership Renewal Open for 2023

Thank you for your support of NAAA as a 2022 member. We hope and request to have your continued support by [renewing your NAAA membership](#) for 2023. NAAA continues to passionately advocate on behalf of ag aviation and raise awareness about its benefits to the public and national policymakers, which we capitalized on across policy and all media channels during the 100th anniversary of the industry. The public relations campaign promoting the [100th anniversary](#) delivered positive and far-reaching media coverage about the agricultural aviation industry that netted nearly 200 media mentions nationwide to highly circulated news outlets with a potential audience reach of 400 million consumers.

This positive coverage of the industry and its importance to global food, fiber and bioenergy production comes at a crucial time as NAAA fights to preserve the aerial use of pesticides targeted for cancellation or unnecessary and burdensome restrictions under current EPA leadership. It takes your membership resources to save these aerial uses and positively represent the industry before the public.

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Thank You, NAAA Ag Aviation Expo Sponsors! Attendees, Register Today!

[Attendee registration](#) and [booth sales](#) are now open! NAAA sincerely appreciates the companies that support NAAA and the agricultural aviation industry by sponsoring the [2022 Ag Aviation Expo](#) in Knoxville, Tennessee, Dec. 5-8. We have been fortunate over the years to be able to count on many of our Allied Industry members to sponsor a convention program, activity or item that benefits attendees. We appreciate them taking advantage of the opportunity to reach thousands of potential customers in the agricultural aviation industry. More opportunities to participate in the auction and to sponsor are listed below.

Sponsoring companies help ensure the success of our annual Ag Aviation Expo, and we still have many opportunities [available](#)! Seventy-five percent of attendees surveyed in a post-convention survey stated they would be "very likely" to use the products and services of a company that sponsors the NAAA Ag Aviation Expo.

Thank you to our 2022 Ag Aviation Expo sponsors:

- **Diamond Sponsors:** BASF, Corteva Agriscience, Pratt & Whitney Canada, Syngenta, UPL North America
- **Platinum Sponsor:** Transland
- **Gold Sponsors:** Ag-Nav, AgriSmart Information Systems/Flight Plan Online, Air Tractor, Covington Aircraft, GarrCo Products, Insero, Starr Insurance Companies, Wilbur-Ellis

- **Silver Sponsors:** Aeris Insurance Solutions, AgAir Update, AIG, AssuredPartners, CapstanAG, Chuck Holzwarth Flying Service, Davidson Solid Rock Insurance, FMC, Kimmel Aviation Insurance Agency, Lane Aviation, North Star Aviation Inc., Old Republic Aerospace, Packer & Associates, Perfect Flight App, Southeastern Aircraft Sales & Service, Star-Flex, Turbine Conversions, US Specialty Insurance Company/Tokio Marine HCC
- **Bronze Sponsors:** Hancock Enterprises, Praxidyn

We know that sponsoring companies have the opportunity to support many organizations, and we appreciate their support of NAAA! We still have sponsorships available for this year's Ag Aviation Expo. Learn more about sponsorship [here](#) or contact [Lindsay Barber](#) at (202) 546-5722.

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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](#).