

# NAAA eNewsletter

## Dusty Dowd, Veteran Aerial Applicator Extraordinaire, Wins Silver Unlimited Class Event at Reno Air Races

Last Sunday, NAAA member Dusty Dowd won the Silver Unlimited class event at the Reno Air Races in Nevada. Dowd, who recently retired after a lengthy career as an aerial applicator in Syracuse, Kansas, remains an active air racer.

The last time he competed at the Reno Air Races was in 2016, when he also took first place in the Silver Unlimited class. The Unlimited class consists of WWII fighter planes. This year Dowd raced in a 1943 P-51-A Mustang. It is one of only two P-51-A planes still flying in the world, with Dowd's P-51-A being the oldest one.

Dowd bested seven other Mustangs in the Silver Unlimited final, which had a race speed of 340 mph. He flew in two heats beforehand to qualify for the Silver Unlimited final race. Dowd won the first one last Thursday. He let up a bit in last Saturday's second heat since he had already qualified for the finals.

After being an aerial applicator for 52 years, Dowd admits that his experience and comfort flying at low altitudes gave him a decisive leg up on his racing counterparts. "Of the people I flew against, it's almost not fair because those guys are all corporate pilots and airline pilots," he said. "They're used to flying high and I'm used to flying low, so it's natural for me, but it's not for them. I think it's probably a lot more stressful for them than me."

Dowd went to his first air race when he was seven years old in Fulton, New York, and has been hooked ever since. Last week was Dowd's 16th time competing at the Reno Air Races, in fact. He raced for 13 consecutive years from 1979 to 1991 before returning in 2015 and '16 and again this year.

Dowd wishes to extend special thanks to Craig Bair of Bair Aviation in Sisseton, South Dakota, who served as his crew chief, and sponsor Garold Kurtz of Kurtz Rural Aviation in Mound City, Missouri, whose financial support helped cover Dowd's expenses for the Reno Air Races. "It's a massive team effort to overcome the logistics to get an unlimited airplane to Reno," Dowd said. "Many friends and competitors enabled us to get to the race and keep racing once we were there."

For next year's Reno Air Races, Dowd intends to race in his Yak-11, his winning plane at the 2016 races. Dowd flew the Yakovlev Yak-11 at 376 mph during his winning sprint around the race course in '16. Next year he anticipates flying the Yak at 400 mph.

## Operator Ike Brunetti and Mississippi AAA Host EPA's Office of Pesticide Programs at Shelby Air Service

On Aug. 31, NAAA member Ike Brunetti and the Mississippi Agricultural Aviation Association (MAAA) hosted a group of EPA officials from the Office of Pesticide Programs at Shelby Air Service in Shelby, Mississippi. The site visit was one of the EPA delegation's stops on an agricultural tour through the Mississippi Delta region.

A number of high-ranking agency officials attended the EPA fly-in, including Ed Messina, the director of the EPA's Office of Pesticide Programs, and Rodney Snyder, the senior agriculture advisor to the EPA Administrator. Representing MAAA along with Brunetti and JT Davis, who flies for Shelby Air Service, were fellow aerial applicators Chuck Travis (MAAA's president), Lyle Malloy (MAAA's vice president), Glenn Holloway Jr. (MAAA's NAAA board representative), Glenn Holloway III (MAAA's secretary), and Steve Brown who, like Brunetti, is a member of MAAA's Executive Committee. Officials from other ag groups were also on hand. Roughly 25 people attended the aerial application demo event in all.

During an aerial application demonstration, Brunetti simulated a liquid application with a full-length boom, which is 70% of the wingspan in Mississippi. He followed that up with spray passes from a boom length reduced to 50% of the wingspan to demonstrate the corresponding reduction in swath width.

A great Q&A session took place over lunch, which MAAA provided. MAAA's officers also took advantage of the opportunity to press the EPA, once again, to update the AgDRIFT model it uses to estimate the risk of drift from aerial applications. Instead of relying on AgDRIFT's simplified Tier 1 model, which uses outdated assumptions about how aerial applications are made, the aerial applicators encouraged agency officials to use the Tier 3 model, with its more realistic and label-enforceable assumptions.

The opportunity to interact with aerial applicators at a state-of-the-art aerial application operation was an invaluable experience for the EPA delegation. NAAA commends Shelby Air Service's Ike Brunetti for providing the venue and MAAA for hosting the EPA fly-in.

## NAAA Addresses FAA-Industry Safety Partnership, GAJSC, on Ag Aviation Accidents

On Tuesday NAAA staff addressed the General Aviation Joint Safety Committee (GAJSC) per an invitation from the industry-government safety initiative to discuss 2022 ag aviation accidents. NAAA gave details on the 44 ag aviation accidents, including nine fatalities, that the industry has suffered this year, along with the preliminary reasons for the accidents. Those reasons ranged from power loss in five instances to trees, towers and wires being hit by aircraft in nine cases. NAAA discussed the continuing decline in ag accidents per 100,000 hours flown since 1999 due to industry educational efforts. NAAA also reiterated the importance of the FAA promulgating tower marking/logging rules and the expansion of its educational program next year with C-PAASS—Certified Professional Aerial Application Safety Steward.

The joint safety committee's members offered insightful ideas, including accessing WireAware™ wire-strike avoidance technology. The transmission line display and alerting system pulls from obstacle databases that contain about 700,000 miles of power lines for the U.S. In addition, GAJSC members asked about research leading to the cause of fatal ag aviation accidents to better direct research efforts on safety equipment.

The GAJSC, launched in 1997, is a public-private partnership working to improve general aviation safety by reducing the GA fatal accident rate. The committee analyzes aviation safety data to identify emerging issues and develop mitigation strategies to address and prioritize safety issues. Participants include the Federal Aviation Administration (FAA) and industry stakeholders, including pilot organizations, flight instructors, mechanics, builders and manufacturers.

## Robinson Tail Rotor Blade AD Superseded

The FAA is superseding Airworthiness Directive (AD) 2021-19-08, which applied to certain Robinson Helicopter Company (Robinson) Model R44 and R44 II helicopters. AD 2021-19-08 required checking each tail rotor blade (blade) for any crack and removing any cracked blade from service.

Since the FAA issued AD 2021-19-08, it was determined that an additional model helicopter and additional blades are affected by the unsafe condition. This AD requires the same actions as AD 2021-19-08 and adds certain Robinson Model R66 helicopters and additional part-numbered and serial-numbered blades to the applicability.

The complete AD is available [here](#). It goes into effect Oct. 20. Action is required before further flight after the effective date of this AD and thereafter before each flight.

## Proposed AD Supersedes Continental Engines Oil Filter Adapter Gasket AD

The FAA proposes to supersede Airworthiness Directive (AD) 2022-04-04, which applies to certain Continental Aerospace Technologies Inc. (Continental) C-125, C145, IO-360, IO-470, IO-550, O-300, O-470, TSIO-360 and TSIO-520 series model reciprocating engines and certain Continental Motors IO-520 series model reciprocating engines with a certain oil filter adapter installed.

Since the FAA issued AD 2022-04-04, the FAA determined that the reciprocating engines identified in the applicability of AD 2022-04-04 are incorrect. This proposed AD would require replacing the fiber gasket with the copper gasket or the stainless steel embedded within the polytetrafluoroethylene gasket (stainless steel PTFE gasket). This proposed AD would also revise the applicability to add and remove certain reciprocating engine models. In addition, it would update the required actions to add an additional part-numbered stainless steel PTFE gasket as a replacement part and revise the special flight permit paragraph to expand the limitations.

To view the complete proposal or to comment, click [here](#). Comments are due by Oct. 31.

## 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](https://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).

## 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 a 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:** [Now open!](#)
- **Exhibitor Booth Sales Information**
- **Sponsorship Opportunities:** Sponsorships are now available. View the [opportunities here](#). 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 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.

## 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.

Earlier this month 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

Earlier this month, 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.

## 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**

## 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.

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 who 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.

## 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](#)**.