

AMAA NEWSLETTER

“Professional Aerial Applicators Providing Crop Protection Products and Services to Production Agriculture Across Montana”

www.montanaaerialapplicators.org
www.facebook.com/Montanaaerialapplicators

President's Message

Fall is in the air and it feels like winter.

With the 2019 season in the books I hope everyone had a good season. Turned out to be one of the slowest for us here in central Montana. Low commodity prices and tight cash flows in the Ag industry made it hard for the farmers to pick up the phone. But, like my dad used to say, we made enough money to stay in business one more year.

Spring time weather in Montana seems to make it difficult to plan for the spray check. So our thought was to move it to the fall which is usually cool and dry. That is unless you schedule a spray check then the snow starts to fall and the wind begins to blow. And that is what has happened this year. Unfortunately we had to cancel the spray check and we will try again to fit it in this spring.

Don't forget to put on your calendar the annual AMAA convention coming up on January 20th and 21st. Please try your best to support the convention as its success is vital to the longevity of our association. What a great way to take care of your applicator points and see what is new in the industry.

Hope to see you in January and thank you for supporting your AMAA. May all of your passes be long, flat and obstacle free.

Thank you,
Greg Smith

INSIDE THIS ISSUE

President's Message	1
Board of Directors	2
Items of Interest	3
NAAA Report	6
Membership & Convention Registration	9
Exhibitor Registration Form	10
2019 Sponsors	11
AMAA Membership List	12

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2013 NAAA President

Dana Ness

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Whitehall, MT 59759



Planning to attend the NAAA Convention in Orlando? Make sure to sign the Montana Department of Ag Training Verification Form.

Credits being offered are:

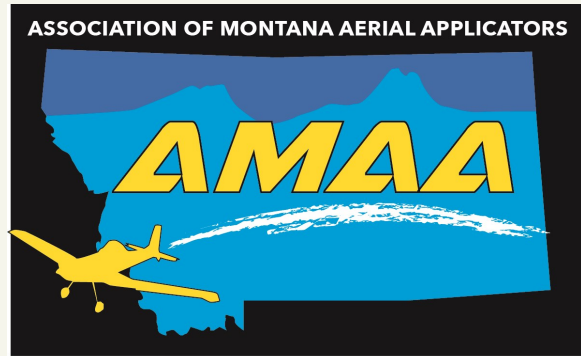
- ◆ Aerial Application Technology Research Session—2 Aerial credits
- ◆ Night Operations Safety Session—I Aerial credit
- ◆ Chemical Session—I Aerial credit and I Dealer credit

UPCOMING EVENTS

- ⇒ Fall Operation SAFE Clinic
October—Cancelled
- ⇒ NAAA Ag Aviation Expo
November 18-21, 2019
Orlando, FL
- ⇒ AMAA Convention and Trade
Show, January 19-21, 2020
Great Falls, MT
- ⇒ Spring Operation SAFE Clinic
Dates TBD
- ⇒ Montana Aviation Conference
Great Falls, February 27-29,
2020
- ⇒ State FFA Convention
Great Falls, March 25-28,
2020



The Association of Montana Aerial Applicators is ecstatic to announce that Ekalaka operator, **Darrin Pluhar**, will serve the industry as NAAA's 2020 President. Darrin, a longtime AMAA operator member and board member, was NAAA's treasurer in 2016 and is the current vice-president. Darrin is the second Montana operator to attain this position; Dana Ness was NAAA President in 2013. Thank you, Darrin, for being an advocate for the aerial application industry. We wish you a very successful year!



2020 CONVENTION AND TRADE SHOW

- * January 19-21
- * Heritage Inn, Great Falls, MT—Please call 406-761-1900 to reserve your room under the AMAA block. Rooms are \$91 + tax.
- * NAAA Executive Director, Andrew Moore, will be addressing our association with exciting industry updates and news.
- * An all-new ATHENA presentation will be given by Erin Morse on Monday afternoon. This talk is geared toward spouses, office employees and others working within your business framework.
- * Rear Admiral Mark A. Vance, will be the banquet speaker. You will enjoy an informative and possibly humorous presentation! Please see a short bio on the next page.
- * Raffle Drawing for an Insulated Engine Cover—\$425 value, donated by Bruce's Custom Covers. Wonderful door prizes will also be gifted!
- * Exhibitor and member applications and convention registration forms are available in this publication.

2019 AMAA MEMBERSHIP

- Operator Members—26
- Pilot Members—10
- Retired Members—3
- Allied Members—10
- Life Time Member—1

**Welcome to new members
David Crisp, Glen Carlson,
James Albright and
Sam Hoffman**

Wilbur-Ellis Announces 2019 Program for Aerial Applicators

Wilbur-Ellis donated \$865 to the AMAA for our membership's use of Crosshair in 2018. The 2019 program remains the same except for one big difference. The AMAA will earn \$1.00 for every gallon of Crosshair and \$8.00 for every gallon of Guidance aerially applied by our membership. **In addition, if you grow your Guidance usage by 10% or more, all Guidance gallons will be paid at \$10/gallon.** These funds will be donated back to the association and given to us during the 2020 convention.

Thank you Wilbur-Ellis!

Retired Rear Admiral Mark A. Vance

A native of Billings, MT. Rear Admiral Vance graduated from the University of Idaho in May 1980. In 1981 he received his naval flight officer wings and reported to Fighter Squadron (VF) 101 for training in the F-14 Tomcat. He has earned graduate degrees in Systems Management from the University of Southern California in 1988, and National Security and Strategic Studies from the Naval War College in Newport, RI in 2001.

Vance's fleet assignments include deployments from both coasts in VF-84 embarked aboard USS *Nimitz* (CVN 68); VF-154 embarked aboard USS *Constellation* (CV 64) and USS *Independence* (CV 62); commanding officer, VF-11 embarked aboard USS *Carl Vinson* (CVN 70) and USS *John C. Stennis* (CVN 74), and commander, Carrier Air Wing Three embarked aboard USS *Harry S. Truman* (CVN 75) during Operation *Iraqi Freedom*. Vance's shore assignments include Air Test and Evaluation Squadron Four in Point Mugu, CA, Naval Strike and Air Warfare Center in Fallon, NV, U.S. Space Command in Colorado Springs, CO, air operations officer for commander, 2nd Fleet and chief of staff for commander, 5th Fleet.

In December 2005, Vance reported as deputy director of Deep Blue. In March 2006, he assumed duties as acting director of Deep Blue. Vance served as associate director, Assessment Division (N81D) from November 2006 through September 2008. He served as commander, Carrier Strike Group Three/commander, *John C. Stennis* Strike Group from September 2008 to September 2009. From October 2009 through July 2011, he served as director, Programming Division (OPNAV N80). He assumed the position of commander, Naval Strike and Air Warfare Center in October 2011.

Vance's awards include the Legion of Merit (6), Bronze Star, Defense Meritorious Service Medal, Meritorious Service Medal (2), Air Medal (3) with Combat "V", Strike/Flight Medal (3), Navy and Marine Corps Commendation Medal (2) with Combat "V", Navy and Marine Corps Achievement Medal (2) and various other campaign and service awards. Vance is the recipient of the Tail Hooker of the Year Award for 2004. He has accumulated more than 4,000 accident-free hours in various Navy jets, including more than 3,500 hours in the F-14 Tomcat.

Don't let Mark Vance's illustrious career fool you— we've been promised a fun, informative and entertaining presentation!

Fall 2019 NAAA Update

Patrick Stromberg

Hello again to everyone, I hope that fall is treating you all well so far. I recently returned from Denver for the fall board meeting of the NAAA and as usual there continues to be a great deal of work being done by the organization for the benefit of our industry. As many of you have probably seen, the results of the Industry Survey were completed, and yet again aerial application treated more acres than the year before. The total was 127 million acres, or 28% of the total cropland in the U.S. As a testament to the strange weather patterns experienced across the Midwest, 19.2 million acres went unplanted this year, but that did not seem to affect the total acres covered by aircraft in 2019.

The NAAA has been working closely with the EPA on a number of issues. Dr. Bretthauer has been working on submitting comments for the re-registration of 63 different active ingredients to maintain an aerial label. They are also working on revising the standards for calculating drift in regard to things like wind speed test height and pushing for testing for drift with a crop canopy instead of a perfectly flat surface which are things that will work in our favor to help maintain the aerial label on these chemicals. Along with that, the NAAA is working with the chemical registrants and the EPA on labeling and minimum gallons/acre requirements for aerial application. There seems to be a disconnect in the reasons required for increasing the gallons/acre during the re-registration process and they are working to show that more water does not necessarily mean less drift or better efficacy. There is also a lot of work being done in respect to UAV's being used for aerial application. Currently the EPA has not established separate labeling requirements for multi-rotor vehicles such as UAV's, and there needs to be the same testing that aircraft, and single rotor helicopters underwent as far as drift and efficacy for labeling. So far the EPA has not been overly concerned with the UAV applications because they are currently done on such a small scale. In respect to UAV's as well, the NAAA is pushing to require ADSB or some form of Sense and Avoid technology to keep separation between drones and manned aircraft and they are opposing proposed exemptions for something called Infrastructure Masking. Basically, the logic is that if a drone is operating near a building or structure where aircraft don't operate, then there would be no line of sight requirement. However, things like power line inspection would fall under this exemption, and obviously aerial applicators operate near power lines routinely.

There are some transportation issues being addressed with the DOT and the FAA. As always, there is a push to require tower manufacturers to properly mark the towers, and one of the ways the NAAA had pushed for that to happen was to include language in the proposed infrastructure bill requiring any manufacturer receiving federal funds to properly mark the towers. However, due to the current political climate, the infrastructure bill is currently stalled and will likely remain that way until the next congress. One other way to help with tower avoidance is to talk with the manufacturers about adding all new towers to the FAA tower database, which is updated daily.

Another transportation issue being worked on is pushing for the same hazmat exemptions that farmers can obtain for hauling fuel. Because JET A is so similar to #1 diesel, we would like to be able to haul the same 1000 gallons without a hazmat endorsement. Along with that, NAAA is working to try and get hours of service exemptions for CDL drivers operating with aerial applicators because of our often unusual and extremely weather dependent schedules.

One of the most important things that NAAA is currently working on is the re-write of the part 137 Airmen Certification Standards. As I previously addressed in the spring newsletter, a part 137 Knowledge and Skills working group has been formed and is working with the FAA to make over the current standards for 137. This is all in response to a letter from the NTSB to the FAA in regards to accident rates for 137 operators and the potential for requiring recurrent training and hours of service limits similar to other commercial operators. So the NAAA is taking the proactive approach and working on a solution so as to avoid the burdensome regulations that would hinder our operations due to the seasonal and weather dependent nature of our business. Originally, they had hoped to fast track these changes in a couple years, but there have been some setbacks and now the working group is looking at getting it on the books with a Letter of Authorization similar to the LOA that accompanies our 137 certificate. With that, they are working on language changes to our 137 LOA that would make it easier to use other aircraft during busy seasons without having to permanently add them to our 137 LOA.

On another front, a committee has been formed to start an appeal of the FAA's interpretation of the CAM 8 standard of aircraft certification. CAM 8 affects nearly all agricultural aircraft as that was the standard that existed prior to the FAR part 23 aircraft are certified under now. In large part, this was brought about by the Weatherly, incidents which of course were certified using CAM 8. This

This committee will work to ensure that the FAA recognizes that aircraft that fall under CAM 8 can continue to maintain airworthiness.

To wrap things up, there are some other issues I'll touch on briefly. The NAAA is working with the Smithsonian Museum on an Aerial Application exhibit at the Dulles Airport so that is exciting.

As the popularity of hemp has increased in recent years, some states have come out with lists of approved chemicals for use on hemp; however, these chemicals may not actually be labelled for hemp, and in certain cases states have cut and pasted lists of these chemicals from other states with the assumption that they are approved and labelled correctly. So if you find yourself being asked to spray hemp, be very careful about what your liability might be.

And lastly, as an organization, the NAAA spends about \$1410 per member to advance the interests of our industry. So when you look at what you are actually paying for NAAA dues, you are getting a really good deal. The difference is largely made up from donated auction items from the convention, advertising sales, and investments the NAAA holds.

So with that, I wish everybody a happy and productive fall, hopefully with some downtime built in there somewhere and I look forward to seeing everybody again in January.

Patrick Stromberg

Flight Service Welcomes Aviation Weather Camera Program

The Aviation Weather Camera Program is increasingly popular in Alaska as a primary source for pilots to obtain preflight weather. The goal is to reduce weather-related aviation accidents and flight disruptions by making images available free to the public on the weather camera websites. The images allow pilots to see real-time weather between the point of departure and arrival at 230 locations throughout Alaska and 178 in Canada. The program recently moved to the FAA's Flight Service. Since the program began in 2007, there has been a reduction in the number of weather-related aviation accidents in Alaska.

The weather cameras are considered advisory and the team is looking at ways to enhance the website to incorporate additional data and give a more comprehensive picture. The experimental enhanced website includes both official weather information such as Meteorological Aerodrome Reports (METARs) and Terminal Aerodrome Forecasts (TAFs), and advisory weather information that comes from sensors installed at various locations in Alaska. Go to <https://AvCamsPlus.FAA.gov> to view the camera network and see the new website. (Google Chrome browser preferred)



Membership and Convention Registration
ASSOCIATION OF MONTANA AERIAL APPLICATORS

Annual Convention and Trade Show
 Heritage Inn – Great Falls, Montana
 Sunday, January 19 – Tuesday, January 21, 2020

Name _____ Company _____

Address _____ City/State _____ Zip _____

Phone _____ Email _____

Spouse Name, if attending (Please Print Names)

_____ **YES**, I would like a 2020 AMAA Operator Membership @ \$200.00 \$ _____

_____ **YES**, I would like a 2020 AMAA Pilot Membership @ \$ 95.00 \$ _____

_____ **YES**, I would like a 2020 AMAA Associate Membership @ \$ 75.00 \$ _____

_____ **YES**, I would like a 2020 AMAA Retired Membership @ \$ 25.00 \$ _____

_____ **YES**, I will be attending the convention. Registration fee @ \$275.00 \$ _____

TOTAL AMOUNT ENCLOSED _____ \$ _____

Please make checks payable to **AMAA**.

Convention Registrations must be received by
January 11, 2020

Mail checks to:
AMAA
 1891 23rd Lane NE
 Dutton, MT 59433

Exhibition Space Request Form
ASSOCIATION OF MONTANA AERIAL APPLICATORS
 Annual Convention and Trade Show
 Heritage Inn – Great Falls, Montana
 Sunday, January 19 – Tuesday, January 21, 2020

Company _____

Address _____ City _____ State _____ Zip _____

Phone _____ Email _____

Company Representatives Attending

(Please Print Names. For more than two reps, please add \$15 for each lunch and \$40 for each banquet ticket.)

_____ **YES**, please reserve booth space for our company @ \$250.00 \$ _____

_____ **YES**, we will have more than two representatives. Additional meals: \$ _____

_____ **YES**, please reserve a 15-minute presentation slot for our company

_____ **YES**, our company would also like to be a convention sponsor in the amount of \$ _____. \$ _____

_____ **NO**, we do not wish to exhibit, but would like to be listed as a sponsor of the convention. Our check in the amount of \$ _____ is enclosed \$ _____

_____ **YES**, I would like an allied membership @ \$160.00 \$ _____

TOTAL AMOUNT ENCLOSED \$ _____

Please make checks payable to **A M A A**.

Exhibitor applications and payment must be received by
December 31, 2020

Mail checks to:
A M A A
 1891 23rd Lane NE
 Dutton, MT 59433

2019 EXHIBITORS AND SPONSORS

AEROTRONICS—Steve Vold 406-259-5006

AG-NAV—Landon Ramirez 705-734-0909

ARYSTA LIFESCIENCE—Craig Codr 406-780-0265 and Rick Liesener

BASF—Chris Berg 406-210-4460

BAYER CROP SCIENCE—Kerry Yates 406-788-4215

CITY SERVICE VALCON—Eddie Anderson 406-261-8929

CONSOLIDATED TURBINE SPECIALISTS—Rick Delorme 778-809-2914

CORTEVA AGROSCIENCES—Seth Keas 785-737-6234, Alison Anderson 662-416-8280,
Trent Brusseau 208-318-8877

COVINGTON AIRCRAFT—Tom Welch 918-756-8320

CROSS PETROLEUM SERVICE—Greg Cross/Larry Taylor/ Craig Stebbins 800-580-3298

DIAMOND DOORS—Marv Haubrich 639-541-0099

DYACON WEATHER STATIONS—Eugene Bodrero 435-753-1002

DYNAV SYSTEMS, INC—Reg Moen 604-313-0745

GARRCO PRODUCTS INC—John Garr 517-256-4646

HELENA CHEMICAL COMPANY—Brooks Hammel 406-628-8768, Paul Olson 406-262-3737

MOUNTAIN AIR INSURANCE—Ken Brion/Pete Brion 800-533-4021

NORTHWEST PROPELLER—Dick and Martha Jacob 253-770-7400

OMAHA AIRPLANE SUPPLY—Rich Broberg 800-228-9400

QUEEN BEE AIR SPECIALTIES—Chip Kemper/Steve Willey 208-745-7654

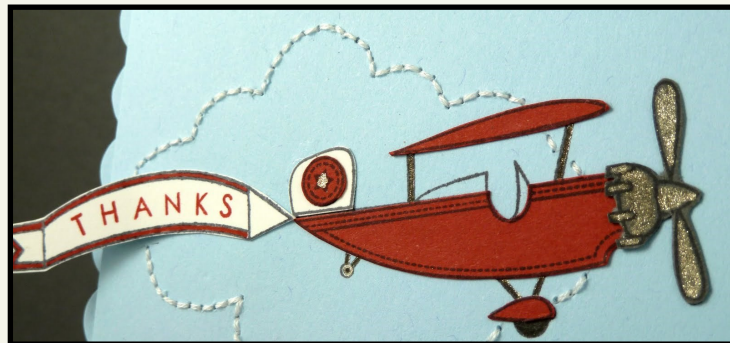
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SYNGENTA—Johnnie Scott 406-453-5004

TULSA AIRCRAFT ENGINES—Rex Vaughan 918-838-8532

US BANK—Brent Leischner 406-232-0810

WILBUR-ELLIS COMPANY—Rob Warehime 406-727-4500, Craig Cheetham 406-248-1176



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