

Spring 2011



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The Windsock

President's Report

The end of winter is near in Alberta and what a long one it has been. Things are melting and it is a mess out there. This will be causing a bunch of problems for farmers all over. I'm optimistic though and believe things will go well for them.

Here in Alberta we are not just gearing up for the season; There are a couple of other opportunities to promote the industry that are moving ahead again. They are Aggie Day's in Calgary as well as the Calgary Stampede. The Calgary Aviation Museum was so kind to bring the Ag Truck they have on display to the events last year. In return they asked if the AAAA's would like to man the booth for each. It was a great opportunity for our industry to bring it to people who would normally not see or learn anything about the aerial application industry. With the great response it looks like we will be doing it again this summer. The tricky part is finding members to man the booth so if anyone is interested please let the AAAA's office know.

Also with the aircraft the 4A's will be displaying the plaque that distinguishes members with 25 years of experience or more. The plaque is so full we need to make another one already. As well, we will be having one on display with the Ag Truck at the Calgary Aviation Museum and in Wetaskiwin at the Reynolds-Alberta Museum. This shows the great experience and dedication people do have to the industry.

Things are moving along with the airport situation in Alberta. The Alberta Minister of Transportation has done some research on the airport usage by aerial applicators and they were quite surprised. They didn't realize that there was that many of us out there and the airports we were using. We need to make sure you are involved with all the airports you work out of. If they don't charge you some amount

to use the facility then it is a good idea to put some money towards something in the airport. It may be a donation to the flying club or maybe something for the local terminal. We know most of these towns or counties are having a tough time justifying the expense of keeping it open. We need these facilities and once they are gone they are gone.

On another note congrats to everyone involved with the CAAA as well as all others who helped get Transport Canada to issue the Advisory Circulatory regarding the MET Towers. This should get the markings that they should have on them. It is great to see this when people ask what does the association do for me?

Other than that things are looking good here. The moisture levels are high, commodity prices are good and the airplanes are ready to go. Now if we could do something about fuel pricing then we may have a great season.

By Shaun Kinniburgh

Notes from the Office

As we approach the start of the new season we would like to ask you to please reply to Directory Listing confirmation that was faxed out in mid March. We have had several unable to send, therefore if you have not received yours please contact the office to update your contact information.

Please supply the AAAA's office with your email address if it is not already on file. As more and more members have access to email and as we strive to cut down on printing we will continue to send out valuable updates electronically. At the AGM in November there was also a lot of discussion about sending out Membership renewals by email.

Fuel Gauges: Do they Indicate Properly?

By Tom Bennett, Civil Aviation Safety Inspector, Aircraft Maintenance and Manufacturing, Prairie and Northern Region, Civil Aviation, Transport Canada

There have been multiple incidents of fuel exhaustion over the past few years. In the last issue of *Aviation Safety Letter* (ASL), you read about fuel starvation due to improper fuel selector condition. In this article, I would like to talk about another common factor in fuel starvation incidents: fuel gauges that do not indicate properly.

Some incidents were very public, whereas most incidents went unnoticed with the exception of being listed in the Civil Aviation Daily Occurrence Reporting Systems (CADORS). Some incidents were related to poor fuel management by the flight crew(s); however a few came as a surprise to the flight crew, as the fuel gauge(s) still indicated there was fuel in the tanks. An accurate reading of the fuel gauge may

have prevented many of these occurrences.

There is some confusion about the need for serviceable fuel gauges. This confusion is especially prominent in the general aviation world. As both an aircraft maintenance and manufacturing inspector and an enforcement investigator, I have heard statements like: "The gauges have never worked properly. I just keep track of time in my tanks," many times.

Such a statement is contrary to *Canadian Aviation Regulation* (CAR) 605.14(j)(i), which states: "No person shall conduct a take-off in a power-driven aircraft for the purpose of a day VFR flight unless it is equipped with a means for the flight crew, when seated at the flight controls to determine the fuel quantity in each main fuel tank [...]". This regulation is then carried through in sections 605.14, 605.15, 605.16 and 605.18 of the CARs, to apply to all power-driven aircraft in all nature of flights (day/night visual flight rules [VFR]/instrument flight rules [IFR]).

Furthermore, many aircraft must have their fuel gauges working as per their type certificates. For larger aircraft, especially transport category aircraft, the fuel gauges can be deferred by means of the minimum equipment; however, this usually involves using other measuring devices installed on the aircraft and making complex calculations.

Recently, a commercial pilot was fined because one of his fuel gauges was not working while he was operating an aircraft. In this case, as in others, the fuel exhaustion caused substantial damage to the aircraft during the forced landing. The pilot applied to the Transportation Appeal Tribunal of Canada

(TATC) to seek relief from the \$750... The TATC upheld the Minister's decision.

The Aviation Enforcement Branch has also sanctioned aircraft owners and operators for unserviceable fuel gauges found during Transport Canada's oversight activities. The maximum sanctions for an infraction under CAR 605.14, 605.15 and 605.16 are \$3,000 for an individual and \$15,000 for a corporation. The maximum sanctions for an infraction under CAR 605.18 (IFR) is \$5,000 for an individual and \$25,000 for a corporation. Inspection, maintenance and repair of a fuel indication system seem less costly, in my opinion.

Another common excuse I hear is that the gauges have always displayed faulty readings or they are too difficult or expensive to calibrate. As an aircraft owner, if you rely on this flawed thinking you are exposing yourself to numerous risks. Second, you are exposed to regulatory action by enforcement (fine or suspension). I think we can all agree that none of these are pleasant outcomes.

For the aircraft maintenance engineers (AME) in this scenario, I have not yet seen an inspection where the functionality of the fuel quantity indication system is not checked. Be careful what you sign for on the inspection forms and subsequently, the maintenance release. Following manufacturers' instructions for inspection, maintenance and repairs will never lead you astray.

Most pilots and AME's are aware that any accident or incident results from a series of events; there is never just one cause. Anything we can do to tighten up against the possibility of an error is a step in the right direction.

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We're There to Keep You in the Air

CleanFARMS offers recycling programs to get rid of empty pesticide containers and obsolete pesticides

The role of aerial applicators is very well understood – farmers rely on spraying to protect their crops from harmful pests, weeds and diseases to make sure they get the highest yields possible. What's not so well known are the options available to get rid of empty pesticide containers and obsolete pesticides after they've been used or are no longer needed.

Fortunately, both containers and unwanted pesticides can be disposed of by tapping into CleanFARMS™ programs for empty pesticide containers and obsolete pesticides.

"CleanFARMS™ offers world-renowned programs across the country that cost farmers and applicators absolutely nothing to participate in," says Barry Friesen, general manager of CleanFARMS™.

CleanFARMS™ is a non-profit stewardship organization committed to environmental responsibility through the proper management of agricultural waste.

One way they're doing this is through the empty pesticide container recycling program. The program encourages aerial applicators, farmers, horticultural operations and golf courses to return their empty pesticide containers to one of about 1,000 designated sites across Canada.

All containers should be triple rinsed or pressure rinsed and have the cap removed and the booklet detached from the container before they are brought in for recycling. Following these steps ensures the container is clean prior to entering the recycling process and it makes the recycling stream of container plastic clean and the process efficient. If a container is too dirty when it's brought to a site or if the

booklet or cap is still on, it may be rejected by some locations.

"The empty container program has brought in more than 83 million containers since it began over 20 years ago. When you stop to think how much landfill space would have otherwise been required, it's really quite an amazing thing that's been accomplished thanks to high participation rates across Canada," says Friesen.

CleanFARMS™ picks up the containers, shreds them and transports the material to recyclers where the plastic is made into products that can be used back on the farm such as drainage tile. In 2009 alone, approximately 1.7 million kilograms of plastic from empty pesticide containers was recycled.

Another program offered by CleanFARMS™ is the obsolete pesticide collection campaign which was launched in 1998.

This program provides users of commercial grade pesticides with a safe way to dispose of obsolete or unwanted products. The collection sites are set-up at a location for a specific campaign period and people can drop off their unwanted or obsolete products. The program is part of a national initiative and is committed to being in each province every three years.

Since the initiative began, more than 1.4 million kilograms of obsolete pesticides have been collected and safely disposed.

"We've had tremendous success with our empty pesticide container recycling program and our obsolete pesticide collection program, which tells us that there is an appetite for these kinds of services," Friesen

says. "Part of our long-term plan is to explore what other options there are for us to provide programs that will help with other types of wastes that are currently being disposed of in old fashioned ways."

In fact, CleanFARMS™ recently embarked on a set of three studies in Ontario, Manitoba and Saskatchewan to look at other types of waste that is being generated, particularly on farms. The findings will provide valuable insight into what types of programs should be developed in the future to help manage waste.

For now, aerial applicators can take advantage of the empty pesticide container and obsolete pesticide collection programs to make sure these products are safely managed rather than ending up in a landfill site.

Membership Renewals

Have you renewed your AAAA's Membership? Wild Rose Protective Fund (WRPF) renewals have also now been mailed. Remember you must have a current AAAA's membership to be eligible for the WRPF. If your membership is still outstanding or you haven't received either renewal form please contact Shauna at shauna@managewise.ca or 780-413-0079.

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Ralph Tiede Reflects on 40 Years

It's been a great ride and I've enjoyed the past years in aviation, especially ag flying.

I remember well the first few meetings held in YYC Cross Roads Motor Inn with Jack and Scott Kinniburgh, Neil McClain, George Nicklassen, myself and others. That was over 40 years ago. As I recall it was after the second meeting we invited a couple of bureaucrats whose names escape me at this time but we did get loosely organized. We hired Ken who was the helm of Alberta Aviation Council who

provided us with some good advice, and our Aerial Application was on its way.

As you may know Joan and I are in the process of transferring all our interest in Target Airspray Ltd. I feel very fortunate to be able to have seen my/our son Darren start from marking, mixing and Pilot.

This is my first year sitting on the side lines and I am getting to enjoy it, for I have been truly blessed to have a great family and I have always been supported by my wife and family.

Yes, ladies and fellow pilots, this organization has come a long way and we could not have done it without the guidance from Jill Lane and her able bodied staff.

I am going to close now as I have a big day tomorrow as myself and a good friend are leaving for Mesa, AZ (KFFZ) for some R&R. You will be hearing from me later as I plan to write my memoirs so stay tuned, stay the course and keep up the good work. Thanks for the memories.

Regards,
Ralph Tiede

AAAA's 25 Years of Service Recognition

The following members have been recognized for over 25 years of service to the AAAA's. If you or someone you know is missing from the list please contact the office.

Scott Kinniburgh
Al Halverson
George Walker
Ted Jensen
Gerry Murray
Jack Kinniburgh
Bill Wutzke
Don Miskey
Walter Thompson
Ron Klive

Ervie Miller
Harvey Abbott
Bruce Wutzke
John Wittwer
Neil Mclean
Don Mclean
Ted Nelson
W.F. "Doc" Keith
John Skodopole
Larry Garber
Bob Balisky
Harvey Abbott
Jack Appleton
Ken Dechant
Larry Garber
Gordon Murray
Barry King

Fred Kinniburgh
Brian Kinniburgh
Tom Kinniburgh
Brent Lange
Calvin Murray
Clarke Oberholtzer
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