



MAAA NEWSLETTER

MAY—JUNE 2017



PRESIDENT'S MESSAGE

BY IKE BRUNETTI

The season seems to be in full swing. With the birth of our 5th grandchild, we have traveled to and from Jackson several times in the past couple of months. During these trips it's given me a view of the crops from North Mississippi to South Mississippi. My viewpoint is that the crops really look great across the delta.

It looks like we are off to a great start in most areas. Shared information relating to our industries workload is from very busy to working with hopes it picks up. I know here in Bolivar County we're constant in our work, but not overly busy. The reduction of rice and corn acres planted and our crops having been shifted to cotton and soybeans is, I feel, just a delay in what's to come.

The Bolivar County operators, including myself, seem to be adjusting, with optimism, adapting to the 50% boom restriction regarding glyphosate applications. I continue to receive phone calls from operators outside Bolivar County curious about how we are managing the change of application and concerned to it's validation in managing drift.

Doing critical work, for me, has always revolved around several key questions I ask myself:

Is the job requested a legally labeled task?

What winds are needed to safely perform the jobs?

What susceptible crops are downwind and downwind only that could affect the applications?

Then, just plain and simple, is the job doable?

When all this is determined and there is no problem in achieving the application there should be, as it always has been, no need in restricting the tested and proven capability of our aircraft to swath width below 75% wing span.

Over the past few months in having to use the 50% boom restriction my reactions have run from very cold dealing with the implementation to a touchable hot. First, let me say these are my personal comments, commits comprised from applications I've made and witnessing its field use and outcome. It kills my soul to run a million dollar aircraft with researched and documented effective swath widths of 70 to 75 feet and then reduce its efficiency and capabilities to 55 or 60 feet swath width under the 50% boom restrictions. It has reduced my efficiency of work by 1/4% and in specific jobs to 1/3%. This has made a huge impact in two things. First, my gross per hour has been reduced by these percentages and second, the work we all do these days is of the utmost urgency! Being effective in getting as much critical work (herbicides) done before wind direction and wind velocity shut the window of opportunities.

Okay, now once again I repeat myself by saying these are my personal comments. I will not promote or advocate that this application technique should ever become a mandatory solution to drift reduction for herbicide applications. I will admit and say that after weeks of personal applications and being under my 802 as it sprayed, observing and critiquing its swath and witnessing its capabilities at 50%, I am now convinced of its merits. The 50% boom length definitely has application qualities that have really impressed me relating to drift reduction. No wing tip vortices and depending on your preference in nozzle orientation, the product applied settles quickly behind the aircraft. I personally see advantages in specific application with less stress involved in my application because of a new confidence level I have at 50%.

I hope I've answered some of the questions asked of me over the past few months. It is not the solution to drift occurrences, but, a very useful application tool that will remain in my use even after the restrictions are lifted here in Bolivar County.

I hope and pray that everyone has a safe and prosperous season.

Ike

NEWS FROM WMAAA

2017 WMAAA Scholarship Guidelines

Theme: “Your approach to creating a positive image of aerial application in your community.”

Essays must be at least 1,500 words and related to the agricultural aviation industry. Topic deviation and/or modification will not be accepted. Papers submitted will be judged on content, theme development, clarity, originality and proper grammar. All sources used must be cited in a bibliography or works cited page. Plagiarism will result in immediate disqualification. Entries must be typewritten and double-spaced.

To ensure the judges will not know the identities of the writer, keep any reference to the author’s name, sponsoring company and company location out of the essay itself. However, a title page must be attached and contain the entrant’s name, address, email address, telephone number, relationship to sponsor, sponsor’s company name, address and telephone number. A photograph of the entrant and short biography should also be provided.

The WMAAA Annual Scholarship Essay Contest, DEADLINE JULY 1, 2017:

The Scholarship is **not restricted** to a “flying career.” Any educational pursuit beyond high school (at any age) is eligible. A \$1,000 scholarship will be awarded for the 1,500 words essay. Topic deviation and/or modification will not be accepted. Papers will be a judged by a blind judging committee. To ensure that the judges do not know the identities of the writer, keep any reference to the author’s name, sponsoring company and company location out of the essay itself. The papers will be judged on content, theme, development, clarity, originality and proper grammar. All sources must be cited. Plagiarism will result in immediate disqualification. Entries must be typewritten and double spaced.

Send to: Lise Foy, 1773 Way Road, Pickens, MS 39146. If you have any questions please feel free to call Lise @ 662-858-0279.

Winner will be notified by phone and letter. Also, the winner will be recognized at the WMAAA 2017 Fall Meeting and the 2018 MAAA Convention. In order for the essay to be forwarded to the National Scholarship Contest, eligible for a \$2,000.00 award, entrants must be an active NAAA member or Allied Industry member. Guidelines are available on the NAAA website, this link will take you right to the site: <http://www.agaviation.org/content/wnaaa> .

Selected essays will be published on the NAAA website and may be published in Agricultural Aviation magazine, the official publication of NAAA, based on spacing. All essays become the property of the NAAA. The judges’ decision is final. In the event the entries received lack outstanding merit, the NAAA reserves the right not to award the scholarship(s).

Have a safe and prosperous season!

Lise Foy, WMAAA President

MAAA 2018 CONVENTION
JANUARY 18-20, 2018
BEAU RIVAGE RESORT & CASINO
BILOXI, MS