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# THE Voice

www.nebraskaaviationtradesassociation.com SEPTEMBER 2022 VOLUME No. 22 ISSUE No. 5

## NAAA CEO DISCUSSES AG AVIATION ON AMERICAN AG TODAY

NAAA CEO Andrew Moore discussed agricultural aviation on yesterday's episode of the American Ag Today podcast. During his conversation with host Jesse Allen, Moore discussed technological innovations in the agricultural aviation industry over its 101-year history, the advantages of aerial application over other application methods, and several other topics.

"You're able to treat four to five times the amount of land than any other form of application, and when you're looking at pest pressure—whether it's [an] insect, whether it's a fungus, whether it's a weed—the faster you get to it, the better the yield harvest will be for that farmer," Moore said.

He also talked about aerial application's role in combating weed resistance. "When you're dealing with weed resistance now with a lot of the herbicides, you have to get to that weed when it's at a certain size. Once it grows to a certain length or maturity, it's much more difficult to eradicate," Moore explained. "It might be seeding and spreading, so aerial application can get to that crop disease, whatever it is, much faster than and at that pest's more-vulnerable point to eradicate it."

Allen asked what the agricultural aviation industry is doing to improve efficacy and mitigate drift. Moore cited a litany of technologies and techniques aerial applicators use, including 100% adoption of GPS systems for precise accuracy and the use of smokers and onboard meteorological measurement systems, which track wind speed direction, barometric pressure, humidity and other conditions in real-time and feed that data into the GPS unit for even greater accuracy, which is especially handy for treating the edges of fields. The industry has also made tremendous strides in improving the aircraft spray system's setup over the past 30-plus years.

Allen brought up using unmanned aircraft for spraying. "We do have a few members that are using drones for application," Moore said. "It's still very small. They are small for the most part—they're slow and small—but I think they have a niche. They can go to areas we wouldn't go to because they're too maybe cramped with obstacles and an aircraft couldn't get in there. But right now, in terms of treating the scope that we treat, 127 million acres out of 347 million acres ... the [unmanned] fleet is just way too small and slow to come close to being able to treat that."

Moore estimated that spray drones only make up a quarter of 1% of the industry. That could change as technologies and regulations change, he added.

Allen also inquired about regulations or other pertinent issues NAAA is working on. "We work with the agencies to make sure products are registered and let them know about our technological advances, and also let them know that without aerial application and the judicious use of pesticides, we have to remember that there'd be far more land that would be used for farming, and that could take away endangered and threatened species habitat, it could take away carbon-sequestering forests, it could take away water filtering wetlands," Moore said.

"We consider ourselves climate-smart agriculture," he continued. "We're seeding cover crops. That's a huge issue now at the end of the season, where we're putting out cover crops over the cash crop.... We consider ourselves really part of the solution, and we need to make sure that the regulatory agencies take that into account."

Listen to the full podcast interview here or wherever you get your podcasts. American Ag Today is a production of the American Ag Radio Network. The "Talking Ag Aviation" episode debuted Thursday, Sept. 28. A condensed version of Moore's interview will air Monday, Oct. 3, on American Ag Today on SiriusXM Rural Radio 147.



### THE NATA VOICE

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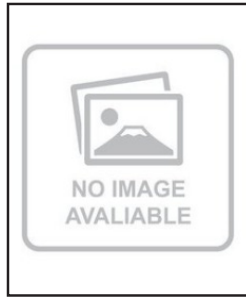
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# G100 UNLEADED AVGAS APPROVED!

Last week, 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.



## NATA ADVERTISING

Contact Taylor Moore with questions or to purchase an ad.

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**Do you have an Aviation event to promote? Let us know! Article and pictures are always welcomed. Contact us via the information below.**

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## AVIATION EVENTS

- 1st Saturday of every month (year round) | EAA 1055 Fly-In Breakfast at York. 8:00am - 10:00am
- 3rd Saturday of every month (year round) | EAA 569 Fly-In Breakfast at Crete. 8:00am - 10:00am
- Last Saturday of every month (beginning March 26) | Hamburger fly-In lunch at Hastings Municipal Airport
  - Hosted by Nebraska Chapter of the Antique Airplane Association, 11:30am - 1:30pm

## UPCOMING EVENTS:

Oct. 15 – 7 a.m. - 12:00 p.m. | Western Nebraska Community College Voc-Air Flying Club Fly-in Breakfast

- Pancake and sausage breakfast, \$8 for adults, \$4 for kids under 12, PICs eats for free. There will be Young Eagles rides from 7 a.m. - 10 a.m., then a flour bombing competition to follow.

Nov. 5 – 11:00 a.m. | Chili / Soup Fly-in

- Where: Harlan Municipal Airport (KHNR)
- Cost: Free
- Contact: Scott Pigsley, Airport Manager 712-744-3366



## 2023 NATA Scholarship Information

The 2023 NATA scholarships are available to any Nebraska high school senior or individual continuing their education.

***Application forms must be received by December 31, 2022.*** The form can be found online at [www.nebraskaaviationtradesassociation.com](http://www.nebraskaaviationtradesassociation.com).

Please read the general instructions before completing your scholarship packet. The essay topic is: "What role does ag aviation play in producing a local commodity?" The essay must be a minimum of 400 words and must be typed and double spaced.

Application must include the signature of a Voting member of the Nebraska Aviation Trades Association.

If you have any questions, please contact Taylor Moore, Nebraska Aviation Trades Association at 531-289-8323 or email: [taylor@youraam.com](mailto:taylor@youraam.com)

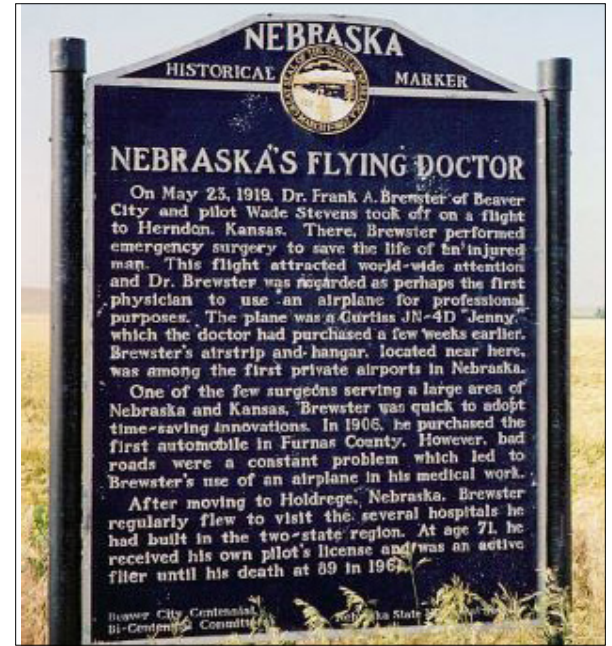
**Please send the completed application form to:**  
Nebraska Aviation Trades Association  
Scholarship Taylor Moore -  
521 First Street, Milford, NE 68405

# AIRPORTS HONOR AVIATION PIONEERS

By Penny Rafferty Hamilton, Ph.D.  
By David Morris

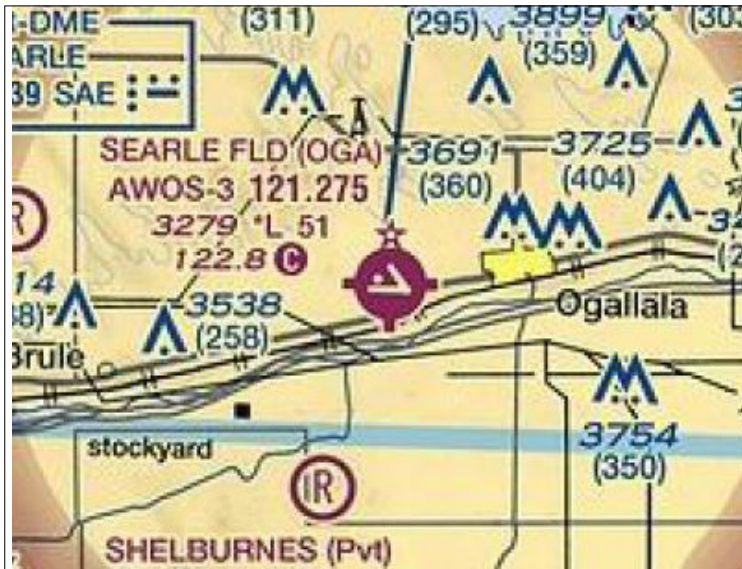
## Brewster Field, Holdrege (KHDE)

Dr. Frank A. Brewster, born in Gage County Nebraska in 1872, made history in 1919 as the first civilian doctor to fly to a patient's bedside. Known as the "World's First Flying Surgeon," he was the first physician to purchase an airplane for use in making professional calls. Brewster built one of the first airports in Nebraska at Beaver City. Then, Dr. Brewster financed and built airports in Grand Island, Holdrege, and another in Oberlin, Kansas. In 1960, the Holdrege Municipal Airport was renamed Brewster Field in his honor, with a dedication ceremony and air show. In the late 1930s, his last airplane used in flying medical service was a four-seater Ryan Navion. A few years later, in 1943 Dr. Brewster learned to fly at Yankton, South Dakota at the age of 71. In 1998, Frank A. Brewster joined other legends in the Nebraska Aviation Hall of Fame.



## Ogallala Municipal Airport/ Searle Field (KOGA)

Born in 1896, Ogallala's Rector E. Searle grew up in historic times. Utah had just become the 45th state in the Union. William Jennings Bryan delivered his Cross of Gold speech which propelled him to the Democrat nomination for President. Only months later, William McKinley would win the Presidency. Rector loved cars. He started the R.E. Searle Motor Co., which he operated from 1916 to 1967. In 1919, Searle bought a World War I surplus Jenny, the first airplane in all of Keith County. He developed an airport site on the Searle Ranch, just west of Ogallala, where he erected a hangar. Searle sold his first airplane in 1921. During the next fifty years, he sold more than 2,000 airplanes and was awarded the coveted million dollar sales award three times from Piper Aircraft Corporation. In 1935, Rector got his first pilot's license. The City of Ogallala acquired the land for a municipal airport in 1970. It was dedicated Searle Field in ceremonies held in 1972. Searle flew more than one million miles in his 15,000 hours in numerous aircraft. In 1995, Rector Searle was inducted into the Nebraska Aviation Hall of Fame.



Dr. Penny Hamilton writes on aviation and women's history topics. Her recent book, *101 Trailblazing Women of Air and Space: Aviators and Astronauts*, was selected as one of three book finalists in the Colorado Author's League Annual Writing Competition.

**Don't Forget to Renew Your NATA Membership Before March 15th to be Included in the 2023 NATA Directory!**



Lifetime Membership \$1,500 \$ \_\_\_\_\_  
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The following information will be used in the membership directory

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Deadline to be included in the 2023 Membership Directory is March 15, 2023



## ADVERTISING SPACE RESERVATION

# 2023 NATA MEMBERSHIP DIRECTORY

The directory will contain the contact name, company name, address, phone, fax numbers and emails for each NATA member and allied member.

Please complete the below form and return with payment by March 31, 2023.

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