1999

AIRCRAFT IN AGRICULTURE

AERIAL AGRICULTURAL ASSOCIATION OF AUSTRALIA

OPERATION SPRAY SAFE

ENDOSULFAN AIRCRAFT CHECK PROGRAM 1999

VH - AAAA

was checked on behalf of the AAAA
by Spray Check Pty Ltd and the
Centre for Pesticide Application and Safety (University of Queensland)

and was found to comply at that time with the following mandatory or advisory requirements of the new endosulfan label for the 1999 cotton season:

1. *Boom width 65% of wingspan*
2. *Boom dropped 25 cm*
3. *Nozzles fitted as per endosulfan label table*
4. *The aircraft was flown over a pattern test array*

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AgrEvo

CRDC AUSTRALIA

Legal Disclaimer: This information does not guarantee a particular standard of pesticide application or off-target spray drift level.

In addition, the contribution to the program by the participating aerial operators is estimated at in excess of $100,000 in aircraft operating expenses and crew time.

Program Summary

The grant was used to employ two consultants expert in the field of aircraft testing - C-PAS (Mr. Nicholas Woods) and Spraycheck Pty Ltd (Mr. Graeme Barrett) and their supporting teams.

On the basis of their submission of a cost of approximately $30,000, aircraft were to be checked for compliance with the requirements of the endosulfan label for the 1999-2000 cotton season.

AAAA organised operators to bring their aircraft to five central locations for checking, being Emerald, Dalby, Moree, Wee Waa and Warren.

At these locations aircraft were measured, checked and tested against the four aircraft configuration and operation requirements on the endosulfan label, these being:

- that the spray boom width be no greater than 65% of the aircraft wingspan (mandatory)
- that the aircraft be fitted with a particular nozzle configuration and operated at a given airspeed and pump pressure according to a given table on the label (mandatory)
- that the spray boom be dropped below the trailing edge of the wing by between 25 and 30 cm (advisory); and
- that the aircraft be flown over a pattern test array (advisory).

At the 'officially' organised check days that were held throughout September, 47 aircraft were checked.

As a result of the non-availability of some aircraft (maintenance, not available on the organised days, operating elsewhere etc) the AAAA Board agreed that both C-PAS and Spraycheck be authorised to continue to check aircraft after the initial part of the program. This flexibility resulted in a further 31 aircraft being checked.

The total number of aircraft checked was 78. I understand a small number of additional tests have been carried out by a consultant, with the details yet to reach the AAAA office.

Check Results

The results of the program were most encouraging with the consultants finding that all aircraft checked passed the mandatory requirements of the endosulfan label, and most of the aircraft passed the additional advisory elements of the label.

The principal reason for aircraft not meeting the advisory requirements was that the boom on many older aircraft (in particular Cessna C188 aircraft) cannot physically be lowered

to the recommended 25 cm below the trailing edge as this would put nozzles into the ground under the belly of the aircraft. As the intent of this recommendation is to attempt to get nozzles operating into an undisturbed airflow, the 25 cm seems to be particularly arbitrary, and was most likely arrived at by using the standard factory setting on most larger turbine aircraft today, rather than some scientific assessment of airflow around the fuselage of particular aircraft types.

Where aircraft did not meet the advisory drop boom requirement, the check certificate issued by AAAA reflected this.

Acknowledgement of Grant

Acknowledgement of the grant was made in all material associated with the program, particularly the certificate issued to operators.

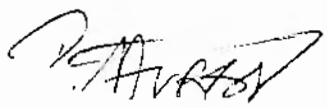
In addition, acknowledgement was made in the AAAA newsletter, and in a broad range of public and other forums including at the AGM of the ACIC, a meeting of the ACDC Board in Brisbane, meetings with the Federal Minister for Agriculture, senior bureaucrats (AFFA, NRA, NSW EPA, Qld DPI), and at the AAAA State Conference recently held in Mudgee.

Conclusion

This was undoubtedly a successful program, with the CRDC funding not only enabling the AAAA to run a major aircraft checking program before the endosulfan season began, but also assisting AAAA in attracting additional sponsorship, and enabling a broad education program about the endosulfan label, best practice aerial spraying and aircraft configuration, spray and drift management plans etc, to be undertaken in a very practical and hands-on environment.

AAAA thanks CRDC for its support and looks forward to continuing to work together to ensure a sustainable and productive cotton industry.

Yours sincerely



Phil Hurst
Executive Officer

Endosulfan Aircraft Checks 1999

Operator	Rego
Aeroprofessional	NOW
Aeroprofessional	NFX
Aeroprofessional	NFZ
AgAv Emerald	NZB
AgAv Emerald	SNB
Agricair	NFL
Agricair	PTE
Agflite	ZOE
Aircair	IWI
Aircair	YAG
Aircair	AJM
Aircair	AWH
Aircair	DUN
Aircair	BPT
Aircair	MGI
Aircair	AQW
Aircair	YAC
Aircair	NIX
Aircair	ACQ
Border Aerial	DPU
Border Aerial	KZI
Border Aerial	ODM
CHAT	PMD
CHAT	NCJ
Cropjet	KVB
Darling Downs	FJT
Darling Downs	BCT
Ellery Air	HSQ
Field Air	AQD
Griffith Aviation	JFA

Fred Fahey	FGF
Fred Fahey	MXQ
Gale Air	MXH
Goddards	AVN
Gwydir	NFT
Gwydir	NFK
Gwydir	NFQ
Gwydir	NFU
Gwydir	NFN
Gwydir	NFJ
Gwydir	NFS
Harris Aviation	TKS
Harris Aviation	PXZ
Jones Air	NFM
Jones Air	SHM
Jones Air	FAI
Jones Air	SDJ
Jones Air	FEB
Jones Air	NDJ
Jones Air	LDJ
Kennedy Aviation	WBV
Keyland	JVE
Macquarie Valley	PTU
MAS	ESP
MAS	SOT
McNauls	ATV
Moura	WJR
Moura	ODS
Moura	SNC
Moura	NBR
MAS Agwork	ZEN
Macquarie Valley	AQH

Macquarie Valley	BQH
Middlebrook Air	MAE
Middlebrook Air	NFV
Orana	ODP
Orana	JAY
Pays	LIU
Pays	LIS
Pays	LIM
Peak Aviation	ATE
Pratt	LBU
Rebel Aerial	FRC
Rebel Aerial	JAI
Rebel Aerial	LRL
Spraytech	LIK
Spraytech	LIJ
Superspread	WEI