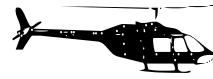


Flight Lines



FIFTH EDITION

JUNE 2007

Special Risk Bills Die Slow Death - Again

Despite a heroic effort on the part of a number of mosquito control pilots, directors and commissioners, not to mention Doug Carlson, Dennis Moore and FMCA Lobbyist Chris Lyon, our special risk bills fizzled once more. Despite a strong early momentum, House Bill 69 languished for over a month in the Policy and Budget Council, where Representative Ray Sansom (Republican, District 4) refused to put it on the agenda for consideration despite urgent pleas from the bill's sponsor Representative Mike Davis, Chris Lyon, and Beach MCD Pilot and constituent Brad Gunn who tried repeatedly to get a phone conference with him. In the Senate, 1484 met a similar fate, succumbing to the disfavor of Senator Alfred Lawson, Jr. (Democrat, District 6), who sat on it from March 29th until it expired on the 4th of May. This despite a personal visit and plea from Brad Gunn, yours truly and baby Joshua.

We really owe a lot to the FMCA legislative committee for the all-out effort that was made this year, and whether or not they decide to continue to push the legislation, everybody should drop them a note or e-mail thanking them for their work, particularly Dennis and Doug, and Mike Davis for sponsoring the House Bill several years in a row. And if you want, you could drop the afore-mentioned committee chairmen a note saying how disappointed you are in them...



- Pam

FDACS Hosts Spring Safety and Training Seminar in Panama City

The Spring Safety and Training Seminar in Panama City on the 24th of May, 2007 was well attended, despite illness, equipment problems and a certain amount of budget panic. In addition to Hillsborough County Mosquito Control Pilots Pamela Jacobson and Mike Muench, attendees included Scott Yackel and Mark Hansen who flew down in the Chatham County MC Chieftain (pictured), Sheriff and Mosquito Control Pilot Lee Majors from Leon County, Brad Gunn who had the shortest drive ("about a mile") from Beach MCD and John Gardner and Art Shiver who had by far the longest drive all the way from Manatee County. Our host, Steve Sickerman introduced Doug Bracken, the new Chief Pilot for the Dog-fly Program.

The PHEREC lab graciously donated their spacious conference room, and Steve kept everybody supplied with coffee, sodas and muffins throughout the day.

The morning started out with a presentation on "Flying in the Wire and Obstacle Environment," (a shortened version of a similarly-named course offered recently at the Helicopter Association International (HAI) Heli-Expo in Orlando) tailored specifically for mosquito control pilots.



Next, Mike Muench played a demonstration video provided by the L3 Communications company on their new IRIS infrared imaging system, which has been certified for use in the King Air and some other fixed wing aircraft. We discussed the pros and cons of infrared imaging versus night vision, or light amplification systems (NVGs). Lee Majors, who is already using an infrared system in his job as Leon County Sheriff discussed his experiences with the technology, pointing out that like the NVGs, it also has its shortcomings. For the cost savings (\$15,000 for the system vs. \$10,000 per pair for NVGs), the ease of use (no costly bi-annual inspections, no requirement for modified aircraft lighting - a considerable additional expense -- no special training and currency requirements, no need to obtain special FAA approval for installation) and the increased visibility (no helmets required in aircraft, no view-limiting binoculars, performance is unaffected by bright lights and glare) it was generally agreed that, for use in airplanes at least, this technology definitely has possibilities.

utilizes two electric Micronair atomizers. The pure polypropylene tank holds 50 gallons of Dibrom; however they generally just load one barrel. There is no jettison system; but they reason that since they're capable of carrying



50 gallons and only loading 30, in the event of an emergency they will have already, theoretically, "jettisoned" nearly half of their load... (interesting concept).

The extra cargo door on the Chieftain facilitates installing and removing the pallet, and an additional pilot door provides access to the cockpit so the pilots don't have to climb over the tank.



This is by no means an endorsement of this product, as we are still in the process of checking it out for possible use on the Hillsborough County MC King Air, but it's an interesting new development, and anyone wishing to investigate it for themselves can find out more at:

www.l-3avionics.com/products/iris.aspx



We broke for lunch and continued the discussion at a local seafood restaurant nearby. From there we proceeded to the airport to examine Chatham County's Chieftain and its ULV system, which is compactly installed on a removable pallet inside the airplane. The removable tail-mounted boom

Since the boom isn't visible from the cockpit, a small camera has been installed on the underside of the airplane, in what used to be the outflow opening for the relief tube!

Back at the conference room Lee Majors presented a review of a course he had taken in Underwater Egress, pointing out that aircraft do not have to be out over the open ocean to end up under water, illustrating the point with photos of various aircraft which had crashed into very small bodies of water and become completely submerged.



Steve Sickerman and Doug Bracken presented an overview of the DACS aerial support operation, spraying dog-flies in the panhandle and providing aerial mosquito control adulticiding support during the initial West Nile Virus outbreaks in 2001 and after hurricanes in 2004 and 2005.

Mike Muench reviewed some of Florida's most common mosquitoes, their egg-laying habits, habitat preferences, flight ranges, and when and where to look for the larva. Using photos taken from many of Hillsborough County's most prolific mosquito breeding sites, he discussed visual clues as well as olfactory ones (slightly stagnant-smelling water) to detect likely larval habitats.

Luis Sanchez of Citrus County was unable to attend due to illness, so his presentation on "Inadvertent IMC Procedures" was conducted as a round-table discussion. Pilots gave their own accounts of accidentally flying into Instrument Meteorological Conditions (IMC), their reactions to the situation, their responses, and lessons they took away from the experience. Unfortunately, many pilots do not survive these encounters, illustrating the critical importance of immediately recognizing and accepting the situation, transitioning to instrument flight and contacting Air Traffic

Control (ATC) for assistance rather than attempting to regain visual reference.

We reluctantly parted ways at 4:00 p.m. (5 p.m. EST) as most of us had a long trip home.

All in all it was another great meeting. If anyone would like a copy of any of the Power-Points from this or any other meetings, drop me a line (e-mail) at Pamelafmcpa@aol.com.

Steve Sickerman plans to use one or more of the photos taken with the Chatham County airplane to accompany the article on the Pilots Association in the upcoming edition of *Wingbeats*, the AMCA's national magazine of which he is Editor-in-Chief. Who knows, we may end up with more out-of-state members – the more the merrier! We're all about information, and we'll take it from anyone who's willing to share.



Chatham County Mosquito Control Pilots Scott Yackel and Mark Hansen belong to one of only two aerial programs in the state of Georgia. Participating in the FMCPA gives them the opportunity to interact with other mosquito programs, borrow and share technology and ideas.

Have an aircraft, spray system, or other invention that you'd like to show off? Send us pictures and details and we'll put it in *Flightlines!*

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