

Flight Lines



SIXTH EDITION

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Welcome New Members!

After last month's article in Wing Beats (the cover, no less) we attracted some new members from around the country. Grant County Mosquito Control District came on board -- pilots Jim Thompson and Andy Bagley, from Moses Lake in the state of Washington, Mosquito Control of Iowa joined up -- pilot Mark Steil from Webster City, Iowa, and the City of New Orleans Mosquito and Termite Control Board Aviation Supervisor Joseph Riedl and Director Mike Carroll are the newest members of the Pilots Association. Mike is not only the director, but a pilot with an active interest in the aviation side of the operation. He was responsible for organizing the Latin American Symposium a number of years ago and making it a regular part of the annual AMCA meeting, and is interested in launching an Aerial Spraying Symposium, geared towards pilots, at the 2009 meeting in New Orleans. He has already secured a block of rooms for the conference at the Hilton Riverside, with the guaranteed room rate of \$135 a night! At 2009 prices, that's going to be quite a bargain. If we start working on it now, maybe we can work out some sort of inexpensive group transportation. This would be an excellent opportunity for the pilots to get to attend an AMCA meeting, and we could make it in lieu of our regular Spring Safety and Training Seminar. Start thinking about it; we've got lots of time...

As for Mike, Joseph, Mark, Andy and Jim, Welcome Aboard!



Hillsborough County to Host Fall Safety and Training Seminar

The Fall Safety and Training Seminar is scheduled to be held the last Thursday in October (the 25th) at Hillsborough County Mosquito Control's brand spanking new 5,000 foot (plus office space) hangar facility at Vandenberg Airport (KVDF). There's plenty of ramp space for anyone who wants to fly in, and a Wing House Restaurant just up the road for lunch! We're hoping to have our King Air C90 on display if the design team at Embry Riddle can spare it for the day, and we have an excellent lineup of presentations and demonstrations scheduled. In keeping with the Halloween theme, we'll have lots of treats for door prizes as well as a few tricks... Seriously, though, we have some good subject matter to go over (watch for the flyer) so make plans to be here!

Check out the FMCPA.org Website!

Make it Your Own – Send in Your Photos and Videos!

Florida Mosquito Control Pilots Association



Because Safety is More Than Just a Concept.

"The Calf-Path"

*One day through the primeval wood
 A calf walked home as good calves
 should;
 But made a trail all bent askew,
 A crooked trail as all calves do.
 Since then three hundred years have fled,
 And I infer the calf is dead.
 But still he left behind his trail,
 And thereby hangs my moral tale.
 The trail was taken up next day
 By a lone dog that passed that way;
 And then a wise bell-wether sheep
 Pursued the trail o'er vale and steep,
 And drew the flock behind him, too,
 As good bell-wethers always do.
 And from that day, o'er hill and glade,
 Through those old woods a path was
 made.
 And many men wound in and out,
 And dodged and turned and bent about,
 And uttered words of righteous wrath
 Because 'twas such a crooked path;
 But still they followed - do not laugh -
 The first migrations of that calf,
 And though this winding wood-way stalked
 Because he wobbled when he walked.
 This forest path became a lane
 That bent and turned and turned again;
 This crooked lane became a road,
 Where many a poor horse with his load
 Toiled on beneath the burning sun,
 And thus a century and a half
 They trod the footsteps of that calf.
 The years passed on in swift fleet,
 The road became a village street;
 And this, before men were aware,
 A city's crowded thoroughfare.
 And soon the central street was this
 Of a renowned metropolis;
 And men two centuries and a half
 Trod in the footsteps of that calf.
 Each day a hundred thousand rout
 Followed this zigzag calf about
 And o'er his crooked journey went
 The traffic of a continent.*

*A hundred thousand men were led
 By one calf near three centuries dead.
 They followed still his crooked way.
 And lost one hundred years a day,
 For thus such reverence is lent
 To well-established precedent.
 A moral lesson this might teach
 Were I ordained and called to preach;
 For men are prone to go it blind
 Along the calf-paths of the mind,
 And work away from sun to sun
 To do what other men have done.
 They follow in the beaten track,
 And out and in, and forth and back,
 And still their devious course pursue,
 To keep the path that others do.
 They keep the path a sacred groove,
 Along which all their lives they move;
 But how the wise old wood-gods laugh,
 Who saw the first primeval calf.
 Ah, many things this tale might teach —
 But I am not ordained to preach.*

—Sam Walter Foss

When I first started in Mosquito Control I was expected to learn and memorize a route; land at the same places in the same order every other day and let the inspectors out. Mondays, Wednesdays and Fridays we inspected, Tuesdays, Thursdays and Saturdays if needed, we treated. For decades years it had worked this way. The chief pilot got the helicopter off the ground by 7:30 a.m., and was back at the shop by 10:00 for the 10:00 to 10:15 break. Then off again at 10:15, back by noon for lunch. If things were dry, they came back and reported that it was dry. And that was that.

I started out to do the same, but as the topography of the area changed due to development and changing weather patterns, I found I was forced to change my route; search out new inspection areas. Then as I learned more about mosquitoes, breeding habits and habitats, I realized

that we were wasting a lot of precious helicopter flight time, looking in the wrong places at the wrong times. Like looking for *oc. Taenhiorynchus* in wetlands that had been flooded for a while and hadn't had a chance to dry up.

I analyzed our flying hour program and found that we spent nearly three times as many flight hours on inspections as on larviciding.

I also noticed that our major larviciding events occur without fail shortly after the maximum daily temperature has dropped 2-3 degrees for three days in a row. Forecasters have different ways of determining rainfall probabilities which may or may not foretell significant rainfall; but I find that when a 50-60 percent chance of rain is forecast along with a corresponding drop in the maximum temperatures over several days, we can plan on getting a major hatch-off of floodwater mosquitoes.

When conditions are somewhat drier, we don't just come back and say "it's all dry." We take along a hand sprayer and look for all those little areas, ponds and ditches that aren't usually candidates for aerial treatment. When there's not much water we often find tremendous amounts of larvae in these small pockets, and we treat them on the spot with the hand-sprayer.

Using knowledge of our local mosquito species, rainfall and tide information from the internet, historical data and a certain amount of flexibility and creative thinking, we've changed our ratio of inspecting hours vs. larviciding hours from 3: 1 to 1:1. That's not to say we're flying any less; just larviciding more.

Oftentimes when I ask someone why they're using a particular product, nozzle set-up, or whatever, the answer is: "I don't know; we've always done it that way." Unfortunately the "If it ain't broke don't fix

it" mentality isn't always appropriate in these times of decreasing budgets and increasing populations. The science and the technology is evolving, and if we don't keep up with it, we may just find ourselves walking in circles. Or at least that's what I'd say to you, but I'm not ordained to preach either.

Pam

Embry-Riddle Hangs Tank!

After painstaking design, fabrication and testing, the Eagle Works Design Team at Embry Riddle Aeronautical University was finally able to install the new removable, belly-mounted ULV pesticide tank on Hillsborough County's King Air C90 airplane. Find out more at the Fall Safety and Training Seminar October 25th at Vandenberg Airport in Tampa!



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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