spray boom to the valve is conveniently supported by the pump bracket. The distance from the valve to the exhaust stack is short and the tube requires no additional bracing.

It is advisable to provide a 360° loop in the line between the valve and the exhaust stack to absorb vibration. A standard automobile type flexible dashboard choke control is brought up through the belly of the ship and the handle mounted conveniently in the cockpit. The self-closing valve relieves the pilot of the task of closing the valve after he marks his swath, and also prevents accidentally leaving the fog generator operating. The pilot has found that in addition to marking his swaths the smoke provides him with an excellent indicator of drift. By laying down about a 100 yard line of smoke he can observe the inversion of the air where he is working.

The Jefferson County District operates a Piper PA 18A, 1958 model, equipped with the Sorenson spray system. It is believed the same principle can be applied to any spray plane using oil sprays.—W. C. Grayson and G. A. Thompson.

EDITORIAL

Once again the Editor wishes to take editorial space to mention current contributions which he feels merit especial attention.

First, all AMCA members should read the minutes of the Annual Meeting, pages 105–123. Attachment #15, p. 118, which is the report of the Committee on Research and Development contains, by implication, a frightening list of things about which we know too little.

The Editor is constantly stressing the fact that we try to keep *Mosquito News* a balanced publication, with articles which pertain to every type of activity concerned with mosquitoes and their control. This issue carries three papers in as many fields, which because of certain outstanding or unusual features, are worthy of special mention. All three were presented at the annual meeting. The first, "The Mosquitoes of Utah" by Lewis T. Nielsen and Don M. Rees, is a model of its kind in content, presentation and particularly in the illustrations which, unfortunately, cannot be reproduced here. The color transparencies which illustrated the paper as presented were not only exactly right to show the habitats of the species, but were pictorially so beautiful that they elicited enthusiastic comment, concurred in by all, from Dr. Louis Williams.

The second paper which we wish to cite is the one by Dr. W. M. Hoskins, "Factors Involved in the Development of Resistance to Insecticides and Some Measures to Reduce Its Effect," (p. 52). Dr. Hoskins has succeeded in making an exceedingly complex subject seem understandable and reasonable. Whether or not we are directly involved in the subject, it is one on which we should all be informed, and Dr. Hoskins' paper is one of the most clearly stated expositions of the subject that has come to our attention.

The third paper, "Increased Efficiency Through Use of Barge to Float Dragline or Clam Shell Crane," is by V. S. Minnich. The Editor has repeatedly asked for more contributions directly from the field of control operations, and Sam Minnich's contribution is cited as an example of an exceptionally lucid and complete description of an aid to control operations. Like the first paper mentioned above, it was illustrated by fine color transparenices which, with Sam's side remarks, make this paper, too, a model of its kind.—D.L.C.