

OPERATIONAL SECTION

EDITOR'S NOTE:

It is planned that henceforth this section, until now headed "Operational Notes" will be called "Operational Section," and will be subdivided into Papers and Notes. Bruce Brockway will continue to solicit shorter items classified as "notes." T. D. Mulhern, representing the west coast, and A. W. Buzicky, representing the Midlands, have volunteered to solicit longer items and more "formal" papers, and have been actively so doing during the past year, concentrating on their respective areas. We hope they will soon be joined by someone from the East acting in a similar capacity. In this way it is hoped to increase the interest and participation in this feature of *Mosquito News*, which, in a very real sense, represents the *sine qua non* of the AMCA. Contributed papers from any source, which can properly be classified as primarily "operational," will be assigned to this Section, where they will be set up and printed in the same style as in the section for scientific and general articles, and all will enjoy "equal status."

THE OPERATIONAL EQUIPMENT CLINIC was a special feature of the AMCA meeting in Chicago. Due to the fact that this was the first such session planned for a national AMCA meeting, there were many unexpected problems to be met and solved.

The planning group received most cordial and helpful assistance from equipment exhibitors and this itself was an incentive to build a good program. Perhaps, this clinic will prove to be an inspiration for the operational group and other members of AMCA to contribute more articles to this portion of *Mosquito News*.

MANY READERS MAY HAVE FORGOTTEN THAT THERE WAS SUCH A THING AS A SOLID RUBBER TIRE. No doubt there are many readers who haven't ever had the opportunity to see a solid rubber tire but our good contributor, Torval Hansen, Compton Creek Mosquito Abatement District of Compton, California, has found a manufacturer of solid rubber tires and he has found these tires very helpful in his mosquito control activities. He sends the following item:

"Has your operator used his last spare tire doing a job that was to take two hours? Has he then been forced to walk for miles to get to the nearest telephone to report to the office? This can happen. It can take all afternoon to get the vehicle back into service, only to have the whole situation recur in the afternoon. The result is the complete waste of the operator's time and that of the man who comes to the rescue. The story can be repeated the next day. Frustrating?

Yes. The answer may be solid tires, a hard item to find unless you know where to go. This district expended some man-hours, message units and gasoline but did locate solid tires. Good tires, and we put them on our Jeep CJ5. This Jeep is required to go in areas where all manner of tire hazards are encountered, in order to locate and kill mosquitoes and larvae and to break up dams to get still water flowing.

This jeep, which is equipped with a steel blade and solid tires, has been in use for over a year without the loss of a single minute due to tire trouble. The treads are well scarred and cut because of broken glass, junk metal, puncture vine, sharp rocks and rusty nails. They are still good for many years of service and at long last may be recapped. They seem to be absolutely impervious to any and all hazards. The only drawback is that they 'gallop' at speeds above 20 or 30 m.p.h.

"In California or the Western states, these tires may be acquired from the dealer—the Hale Tire Service, Inc., Mr. Gordon Hale—President, which is located at 13204 Crenshaw Blvd., Gardena, California, who also have a branch in Oakland, California. They are manufactured by the Bearcat Tire Manufacturing Company, Chicago, Illinois.

"To mount, they are placed on steel rims which are welded to the standard jeep wheel which, of course, costs extra. This District feels that the total cost is well worthwhile in view of the long trouble-free service they are certain to deliver."