

Another source of stable fly breeding was found to be in accumulations of dead mayfly bodies under security lights in recreational areas adjacent to the reservoir. Twelve days after the mayflies accumulated, stable fly larvae and puparia were found. In about 20 days the adult fly numbers reached their peak.

THE SILENT SUPERVISOR¹

(A FUNCTIONAL ORGANIZATION CHART)

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Desplaines Valley Mosquito Abatement District

A need arose in the Desplaines Valley Mosquito Abatement District to know where every man and every piece of equipment was located during working hours. The problem was attacked by first making an organization chart. A chart was constructed showing the district divided into eight departments, thereby adhering to the accepted practice of management of a maximum of eight subordinates reporting to one supervisor. Once the organization chart had established the lines of authority and working divisions, it was a simple matter to add names of individuals and vehicle numbers.

According to the organization, the foreman has supervision of 1—clerical, 2—laboratory (it was found that the manager actually assumed this responsibility of supervising the clerical and laboratory personnel due to the physical structure of our office), 3—pollution, 4—north section, 5—central section, 6—south section (the 76 square miles within the district was divided as equally as possible taking into consideration the amount of work in each area), 7—fogging and ditching and, 8—shop.

Under each section individual removable name tags are placed on pegs for work assignments. Added to the name tag is the vehicle number tag. This system gives management an immediate location of men and equipment. The employees designated as night foggers are assigned to a labor pool and are assigned daily to specific jobs when not actually fogging.

On the bottom edge of the chart and directly beneath each section is a spring clip where each section foreman writes down pertinent data for the general foreman and night garage man. He notes the location of his starting point, where he will stop for lunch, and the kind of insecticide and amount he will need for the next day's operation. This is usually done during the last 10 minutes of the day when the section foremen gather at the chart. Here, too, they may receive notices or instructions left on their clip by the general

foreman. We found that this procedure reduced the amount of overtime heretofore required by the day men to fill their own trucks. Under this program the night garage man fills insecticide tanks, gasoline tanks and checks out the vehicles. Everything is ready for the field crews by 8:30 the following morning.

The silent supervisor makes it possible for management to locate men and equipment within just a few minutes. It is also a valuable tool when answering complaints to know what insecticide is being used, when it is being used and where it is being used.

We have reduced the time necessary to locate men and equipment.

The Silent Supervisor doesn't say anything but can answer most of the questions asked by management.

THE INTERCEPTION OF LIVING LARVAE OF *Aedes aegypti* (L.) AND *Culex cinerellus*

EDW. IN AIRCRAFT

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Living mosquito larvae were collected recently in an aircraft arriving from overseas. Literature pertaining to the accidental transportation of insects in ships and aircraft is extensive and will not be reviewed here. Suffice it to say that interceptions of living mosquito larvae in aircraft have been rare.

On 2 May 1968, a Military Air Command aircraft arrived at Forbes Air Force Base, Kansas, directly from overseas. The plane had departed Charleston, South Carolina on 28 April, with intermediate stops in Surinam, Liberia, and the Azores. Inspection of the aircraft revealed 16 living mosquito larvae in water that had accumulated on a tarpaulin used as cover for cargo. The covered cargo had been stored on pallets, in an open area in Liberia, for some time prior to loading on the aircraft.

The larvae were reared at Forbes AFB and adults emerged on 11–12 May. The adult specimens were sent to the USAF Epidemiological Laboratory where they were identified as seven female and five male *Aedes aegypti* and one female and three males of an unknown species of *Culex*. Dr. Alan Stone, Systematic Entomology Laboratory, U. S. Department of Agriculture, Washington, D.C., confirmed the *Ae. aegypti* determination and identified the *Culex* as *C. cinerellus*, a species found in West Africa. This is apparently the first time that living larvae of these two species of mosquitoes have been found in aircraft entering the United States.

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