



This panel discussed contracting for maintenance. From the left are Charles Middleton of Asplundh Tree Expert Co., Jenkintown, Pa.; Louis Hansen of Texas Power and Light Co., Dallas; and Hunter Jones, Leon County Tractor Co., Buffalo, Tex.

ing to performance? Should the contract always be let to the lowest bidder? There was no consensus.

Too often, said one contractor, the customer thinks quality and hires economy. But the economy performer may cause costly follow-up.

There was no consensus on solutions, either. Some felt that the customer should write tighter specifications, others believed specifications should be general, allowing the contractor to complete the job in a way he has found most efficient with the manpower and equipment he has. There was agreement that more monitoring of work done was necessary on the part of both contractor and customer.

Depending on the type of contract written, one participant suggested that it might be less costly for the customer to touch up a job than to get the contractor to come back.

Who pays for down time? The contract should specify the responsibility if down time could be a problem. One way suggested to reduce down time from flat tires was to use multi-ply airplane-type tires, puncture-proof, or solid rubber tires.

Hunter Jones of Buffalo, Tex., described how he is making a profitable business out of contract mowing. He is able to mow for less than the state, he said, because his labor costs are lower, and more maintenance doubles equipment life.

Problems, he said, have included: having to spend too much time checking to see if work is being done to specification; getting the job completed on time, which otherwise causes budget difficulties; and inconsistent bids, which can result in not enough money to do the job.

Chemical maintenance is improving with new techniques, equipment and materials. Invert emulsions and foam additives permit better targeting of materials, increased effectiveness of herbicide, and decreased need for water.

Do you have to worry about drift when you're using foam or invert emulsions? Answered Dr. C. L. Lein-

weber, head of A & M's Range Science Department: "Even a cannonball will drift."

Chuck Middleton of Asplundh Tree Expert Company reported on a promising technique using growth regulators. Siberian elms planted under power lines have not been trimmed for the past six years, he said. Instead, they are treated with a foliar spray each spring after the tree has leafed out.

Frank Lawson of Kershaw Manufacturing Co., Montgomery, Ala., gave a film report on the new Kershaw brush cutter, which, he said, has cleared nine spans of utility right-of-way in three hours over rugged country.

Dick Fields of Velsicol reported that federal registration had been granted on a 5% granular formulation of Banvel.

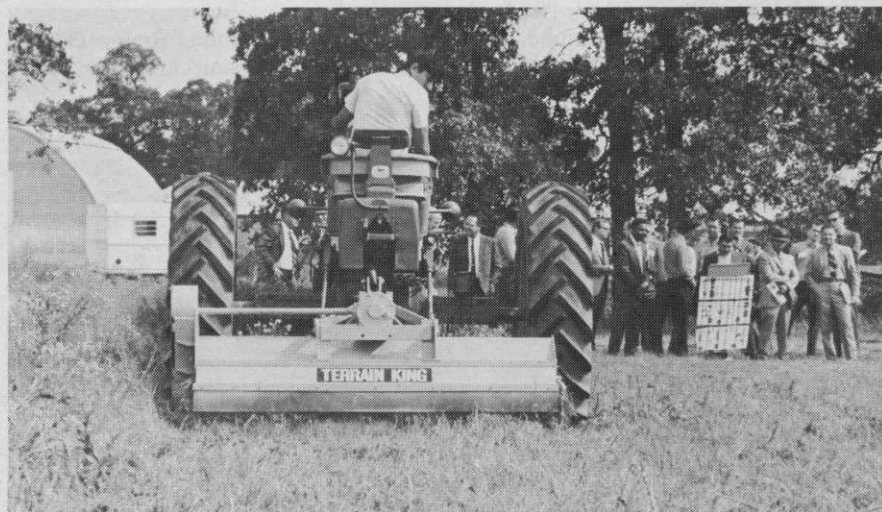
R. L. Robinson of Texas Electric Service was named to succeed Tom Mobley, Mobley Company, Inc., Kilgore, Tex., as chairman of the steering committee. New committee members are David Peterson, president of KDM Company, San Antonio, and Tom Dickerson, Dallas Parks Department.

## HAA Claims Immunity To New Airport User Tax

The Board of Directors of the Helicopter Association of America has filed a helicopter industry brief with the Federal Aviation Administration, charging illegality of the Airport and Airways Revenue Act of 1970 as it may be interpreted and applied to the civil helicopter industry.

The law is a "User Tax" to be imposed upon the "users" of the airports and airways — meaning electronic navigation system with a lawful floor at 1,000-ft. altitudes on "airways" and lower only within airport terminal areas. The tax is to support present maintenance and provide for the future expansion for all "users" of the system. The civil helicopter operating industry, is not a "user" of the airports or the "airways," the HAA board contends, as covered in the terms of the Act. The Act was designed specifically for fixed-wing aircraft whose present and future demands upon the system require more extensive and expensive real estate at airports and more sophistication in the electronic airway navigation system. HAA takes the position that the rotary-wing helicopter industry is not a part of the loose term "General Aviation."

"Our requirements, equipment, operations and problems are entirely different and apart from any other phase of aviation relating to fixed-wing aircraft, large or small, reciprocating or turbine-powered, military or commercial," the Board stated.



Engler Manufacturing Company of Houston introduced and demonstrated its new flail mower. The unit comes in lift and pull 72-inch and 90-inch cutting widths. The 72-inch model has 52 cutting elements; the 90-inch, 66 cutting elements. Engler also demonstrated its slope mower.