AgRotors adds
R22 to fleet
Dr Carrol Voss, founder and
president of AgRotors, has
added Robinson R22s to his
flight-training programme.
The Gettysburg (Pennsyl-
vania) school has a 25hr-
flying/55hr-ground instruc-
tion course, for which the
entry qualification is a com-
mercial pilot's licence with
helicopter rating. In almost 25
years of ag operations,
AgRotors has operated Bell,
Enstrom, Hiller, and Hughes
types.

Bytes
Computers for ag operations:
"People have always feared
being taken along too fast.
They opposed the wheel, the
car, and the aeroplane, saying
they wouldn't work, and were
wrong. People who say the
computer won't work aren't
always wrong."—Mi/o Tenney,
Farmplan Computer Services.

"Don't accept jargon [from
computer salesmen]. If we
can't speak your language, we
don't have anything to say to
you."—Bruce Jahns, UCS.

"The main thing we want
[from a computer] is actual
cost of operations—per year,
per type of aircraft and oper-
ation, per engine-hour."
—Harold Hardcastle, Texas
aerial applicator.

"Get the software you need to
give the results you will
want.. .The file we use
includes aircraft and airstrip
information, and the needs of
the job. Computer tells us
which types are best for the
job, taking account of the
material available and the job
to be done . . .When [disease
or pest] outbreaks occur, we
can access the growers from
our file (which includes the
telephone number on their
address label), and we call
them."—Bill Hatfield, Michi-
gan aerial applicator.

Michigan State University
has developed PMax, a pest-
management system. Services
offered include environmental
monitoring (to forecast pests,
for example), temperature
forecasting (ten districts in
Michigan receive frost
warnings—particularly im-
portant during blossom time),
and biological monitoring
(humidity is critical in devel-
opment of potato blight).

22

Biggest machine on show was PZL's mighty MIS Dromader, for which a $164,000 flyaway factory price was quoted

Teledyne recommends avgas
Engine-maker Teledyne Con-
tinental continues to recom-
mend avgas for its engines,
rather than mogas. "We've
done no special testing," says
Fred Fihe, "and we've seen
nothing to show if mogas is
good, bad, or indifferent."
He points to heavy attacks
of lead in auto-fuelled aircraft
engines. Nor has Teledyne
Continental tested oil addi-
tives. It wants to hear from

operators with experience of
more than l,200hr between
overhauls on TSIO-540

engines in ag use. This might
lead to an extended TBO.

There is no plan to
re-introduce production of
the geared-propeller Tiara
engine, dropped some years
ago. Teledyne continues to re-
build used examples to zero-
time standard.

AgCat
appreciation

society

This year's spring came early
to Las Vegas. Schweizer prim-
rose vied with stronger shades
of daffodil (Thrush and
Brave) and skyblue (Cessna)
to bring temperate hues to the
dry wastes of Nevada. Most
prominent by far in the Las
Vegas Convention Centre was
an Ag Cat fleet comprising
almost every possible
variant— save, perhaps, Vtol
and waterborne versions.
Schweizer introduced its
new Ag Cat Super B. Most ob-
vious change from established
models is a higher top wing-
raised some 8in to give better
rate of climb and an improved
e.g. envelope. The change
makes the Ag Cat B more
productive, says engineering
vice-president Les Schweizer.
The improved visibility
means that only the fuel gauge
obstructs the pilot's field of
view. Schweizer has returned
to the taller tail fin of the ear-
lier A model.

The new model (from Ag
Cat No 709B) is available with
the 450 h.p. Pratt & Whitney
R985 at $125,000, or the
R1340 at $133,000. Price in-
cludes a larger hopper (now
400 US gal). Turbine variants
are priced between $230,000
(P&W PT6A-11) and
$285,00 0 (PT6A-34).
Schweizer is also considering
a Thunder-engined B.

Ag Cat is still the most pop-
ular ag aeroplane in the USA

Some 2,000hr service has been performed with three Twin Cats

FLIGHT International, 1 January 1