

# CONSERVATION AERONAUTICS

Volume 1, Issue 1

December 15, 1998

*DEDICATED TO PERPETUATING AN  
ECONOMICAL AND EFFICIENT  
PROGRAM IN RESOURCE  
MANAGEMENT AVIATION*

## FROM THE PRESIDENT **State of the Nation**

by Michael Derendinger

Dear IANRP members:

### ASSOCIATION OBJECTIVES:

- A. To promote the recognition of the importance of sound aviation practices in resource management, with safety as the paramount factor.
- B. To encourage and develop the educational, social, and economic interests of aviation in resource management.
- C. To exchange information on operational techniques and procedures.
- D. To utilize member experiences to develop and distribute reference materials of aviation interest to the Association.
- E. To coordinate, research, and promote new techniques and equipment.
- F. To take all action necessary to further the use of aircraft in natural resource management.

I participated in a States Aviation Committee in Radnor, PA, in October. I think you will be interested in its function and goals.

The Committee was founded and empowered because the Northeast Forest Fire Supervisors (NFFS) recognize that many states utilize aircraft to support and deliver government programs throughout the United States. States that have an aviation program provide critical mutual aid and support to other states and federal cooperators that do not have these resources. Access to, and use of, aviation resources has been an important component in the effectiveness of forest fire protection programs in the Northeastern Area.

The ability of States to effectively operate aviation programs is continually being eroded by unfavorable legislation, federal rules, and misinformation. Private organizations with strong political ties have been very successful in shaping federal policy and legislation which is unfriendly to state aviation programs. The current trend jeopardizes the ability of states to operate public and FEPP aircraft for delivery of effective forest fire protection services to citizens. The Northeastern Area currently has no committee, working group, or other formal mechanism in place to address and represent government aviation issues and to shape government aviation rules and legislation. In fact, no government aviation group anywhere in the United States represents the needs of state governments.



So this committee was established to represent the NFFS on aviation issues and play a leadership role in organizing a nationwide government Aviation Steering Committee comprised of state aviation managers, fire Supervisors, and state foresters from throughout the United States.

The Committee will utilize the NASF and the USFS Washington Office of Fire and Aviation Management for effectuating change in government aviation policies, rules, and regulations.

If you have state aviation issues you would like to share with this committee you may write, call, or E-mail me.

Sincerely,  
Mike Derendinger  
President

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**Pete Hobstetter**



THE INTERNATIONAL ASSOCIATION OF  
NATURAL RESOURCE PILOTS



**SAFETY CORNER**  
**Am I Proficient?**

by Dennis Dura

Whenever I give an evaluation for a civilian certificate or conduct an annual military checkride, I will sometimes ask the pilot why are we doing a particular maneuver? There is really no right or wrong answer, but it gives me some insight into the individual's concept of training maneuvers. Not only should we practice standard maneuvers to pass a checkride, but also to maintain and evaluate our proficiency. We get a flying job that requires a certain routine and get lulled into a false sense of flight proficiency. It is sometimes true that when a pilot completes a structured training program, he or she are going to be as proficient as they can get and then it is down hill from there. Performing a steep turn in an airplane, a power recovery autorotation in a helicopter, or a circling instrument approach to minimums in accordance with the standards will give the pilot an indication of his or her basic skill level. Of course there are a number of standardized maneuvers that can be performed to sharpen the pilot's skills. The thing is to be honest with yourself and do a little training when the opportunity presents itself.



The type of flying that Natural Resource pilots are required to do demands a high level of basic pilot skills. Low level flight, especially in mountainous regions, requires insight into the effects of wind and the maneuvering capability of the aircraft. Making steep turns about an area under surveillance requires diversification of attention as well as good aircraft control. In and out of confined areas requires good observational skills as well as an understanding of aircraft performance. Takeoffs and landings for an airplane, in a field environment, requires attention to detail and technique. The same can be said for helicopter external load operations. Performing slow flight, in an airplane, in high density altitude conditions for an observational mission demands good control touch. Or hovering out of ground effect in a helicopter and staying out of settling with power, requires the same good control touch. Reviewing our visual night limitations with a night training period can help reduce any anxiety we might have if we haven't flown at night in a long time. We need to stay sharp; train and practice for the unexpected. If you fly an airplane, when was the last time you went through a forced landing procedure? If you fly a helicopter, when was the last time you did an autorotation?

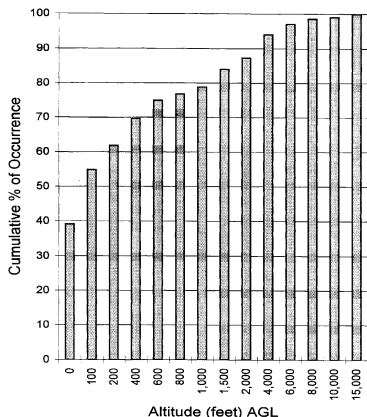
If you think I am preaching to the choir or being trite, just read the accident summaries every year and see how many could have been prevented with a little more proficiency or currency. Training helps to make up for the lack of experience and develops good judgement. We operate expensive machines and are responsible for the lives of the people we transport. It only makes sense that we should always be the best we can be- right?

**WILDLIFE AIRCRAFT STRIKE REPORT**

**Bird on the Wing...**

a synopsis from the FAA

Altitude of Occurrence of Bird Strikes



Safety briefings relative to bird activity are usually given in the spring, when nesting activity resumes. However, statistical information from an FAA study of Wildlife Strikes to Civil Aircraft (1991-1997) indicates that our attention to the hazards posed by all forms of wildlife should be most focused in late summer and fall. Here are some excerpts:

Between 1991 and 1997 there was a 53 percent increase in the number of strikes reported annually. Bird strikes peaked in August, September, and October. Seventy-five percent of them occurred below 500 feet AGL. Incidents with land-based critters, such as deer, did the most damage in September, October, and November.

Statistically, most encounters with birds happened during daylight (66%), whereas most mammal incidents took place at night (62%). However, the mean percentage of strikes/

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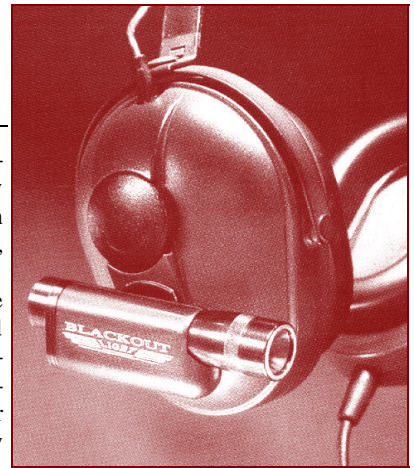
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**PRODUCT REVIEW**  
**Emergency Blackout Light**  
 from NavAire Instrument Corporation



**It's a Fact!** One in four pilots will experience an electrical failure in the cockpit. Are you prepared? An interesting product is now available for pilots who do a lot of night flying, particularly for those flying single-pilot missions. Blackout Light was designed by pilots, for pilots, based on an entirely new concept. This device attaches directly to your headset. It is a small, lightweight, battery-powered, emergency lighting system.

A patented mounting system assures security and versatility by attaching the light to the side of your headset with a snap-on bracket. This unique swivel mount allows the light to be directed exactly where you need it, but detaches instantly for use as a hand held flashlight. Brackets are included to fit virtually any headset. It can be rotated 360 degrees, and moves left to right 20 degrees for easy, precise adjustment. You can rotate the light forward to view critical instruments or downward to illuminate charts. The Blackout Light is easy to adjust and once set, it remains firmly in place.

It is a green-light system, which ensures adequate night-vision acuity without the inherent problems associated with reading instruments and charts with the old red-lens system. The Blackout Light is fitted with a special matte-finish, parabolic reflector that helps eliminate glare and distortion. It delivers a soft, evenly-dispersed light pattern that displays instruments comfortably and safely. A small movement of the head allows you to focus on and illuminate any item in the cockpit, while keeping both hands available for other tasks.

The unit only weighs two ounces with batteries. This virtually eliminates potential headset fatigue associated with other devices, such as night-vision goggles. It also has several other useful features. Velcro on the side panel provides additional mounting capability. It can be attached to virtually any surface. A spare bulb is also included, and is stored conveniently in an easy-opening end cap. In addition, a small but accurate compass has been integrated into the end cap, which can be used for inflight emergencies, or post-accident survival situations.

The unit comes with storage compartments for the light, two AAA batteries, one clear and one green filter, and three Versi-Mount brackets, which will accommodate all major headsets available on the market.

For more information about this product contact:



P.O. Box 6141, Akron, Ohio 44312  
 1-800-603-6014

**Notice to Advertisers:** In addition to product information articles, a limited amount of advertising space will be available in this newsletter. This can include your web-site address and/or small advertisements. Hyperlinks are also available in the IANRP Web Page. Address advertising inquiries to:

**Pete Hobstetter: mag10@prodigy.com**

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hour by known time of day for both types was highest at dusk and dawn.

Over the course of the last seven years this resulted in over fifty million dollars in monetary losses for the aviation community. And just in case you think you can rise above these risks, please note that the highest reported encounter with a bird was received from the crew of a DC-8 cruising at **flight level 390**.

To improve the ease of reporting wildlife strikes, they can now be reported via the internet (<http://www.faa.gov/arp/birdstrike>), in lieu of the traditional FAA Form 5200-7. The full report is titled: *Wildlife Strikes to Civil Aircraft in the United States 1991-1997*, issued September 1998, by the Office of Airport Safety and Standards, Airport Safety & Operations, Washington, DC.

I herewith petition the Executive Committee of the International Association of Natural Resources Pilots for membership.

Name \_\_\_\_\_

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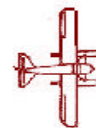
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# Con Aero Newsletter

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## THE INTERNATIONAL ASSOCIATION OF NATURAL RESOURCE PILOTS



CON AERO NEWSLETTER PAGE 4



The **Con Aero Newsletter** represents a new effort to keep association members in touch with current issues and activities which affect natural resource flying programs across the country. Our goal is to produce a bi-monthly letter which will be mailed at regular intervals to all association members.

The value of the newsletter will, of course, be found in the quality of its content. We encourage the membership to keep us advised of their areas of interest. If you wish to contribute an article, forward it to **Pete Hobstetter** at the address shown on Page 2. Please edit your material to approximately one type-written page. We will be compiling a list of articles for future use. Yours may not appear in the next issue, but we promise you that it will appear. Articles may be condensed for inclusion in the newsletter. If possible, please include a photograph pertinent to the article or author. Extensive articles, as well as other important information too voluminous for this publication, can be found in the IANRP Web Page.

Another issue of importance is advertising. We are open to suggestions and/or referrals. This additional revenue source can defray publication expenses, and allow us to expand our service to you. We would also like to place vendors and other interested parties on our mailing list.

To help our members keep current with times, we are trying to compile a calendar of upcoming events. Please forward important dates to the newsletter editor. In addition, we are hoping to assemble employment information for our membership.

Please forward pertinent information regarding any of the above subjects to the newsletter editor. Our success will derive from your participation. We encourage all members to visit the new web page **IANRP.ORG**. This site contains newsletter articles, and much, much more....

### In Memoriam

Two Region 1 Fish and Wildlife Service employees, **Kathy Cheap** and **James (Mike) Callow**, died November 6, 1998, when their aircraft crashed during a waterfowl survey. The pilot, **Cliff Dyer** of Kennewick, WA, survived the accident, and has been released from the hospital.

Kathy is survived by her husband, Mike Hayes, a biologist with the Oregon Department of Fish and Wildlife.

Mike Callow, is survived by his wife, Dawn, his son, Clay, 9, and daughter, Shannon, 6.

Expressions of condolences and support for the families should be sent to Gary Hagedorn, Refuge Manager, Mid-Columbia National Wildlife Refuge Complex, P.O. Box 700, 830 Sixth Street, Umatilla, Oregon 97882-0700. An education fund for Mike's children has been established at UMB Bank, 1015 State St., Mound City, MO 64470.



### IANRP WEB PAGE

The IANRP Web Page is now on line.

The formal address is:

**<http://IANRP.org>**

Send your comments to:

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