

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

**IANRP ANNUAL WORKSHOP
N'Awlins Meeting...**
Dave Younkin, Colorado NR

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.

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Count Your Blessings...

To All IANRP Members:
Considering everything, we had a pretty good meeting in New Orleans. Paul Anderson is now the president, Mike Jeffries is now secretary, and we were unable to get a nomination for a new vice-president. Keep in mind that the VP inherits the presidency at the end of the current term. This is a request for nominations for the Office of Vice President of the IANRP. Please forward all nominations to me at:



A Gathering of Eagles in New Orleans

[<dave.younkin@state.co.us>](mailto:dave.younkin@state.co.us)

After two weeks a nominee will be presented by either E-mail, or a complete mailing, or by a ballot in the newsletter for your approval. When the ballots are returned to me they will be tabulated, and the winner announced by one of the above means. I have volunteered to handle this, so please make all nominations and other inquiries to me.

The minutes and a couple member reports should be forthcoming soon and will be published in the newsletter. My personal thanks to George Courtney for his efforts to help out in New Orleans and for the fine meal we had as a group on February 1st, and to Tom Monterastelli for making sure we were fitted in to the OAS program.

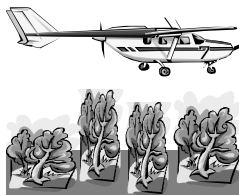
The host for next year's workshop will be Tom Brelsford, and the location will be

(Continued on page 3)

**SAFETY CORNER
Down and Dirty!**

Dennis Dura, D.P.E.

Terrain flying involves flight close to the surface of the earth. The US Army breaks up terrain flight into nap of the earth (NOE), contour, and low level. NOE is flying as close to the earth's surface as vegetation or obstacles will permit. Airspeed and altitude are varied in accordance with weather conditions and ambient light. Contour flight is characterized by varying altitude, adhering to the contours of the earth, and a constant airspeed. Low level flight is performed at a constant airspeed and altitude. When performing a reconnaissance, a pilot may go from one technique to another while maneuvering over a route. Even though the US Army tailors its training toward helicopters, there is no reason that an airplane cannot exe-



cute terrain flight. As Natural Resource Pilots, it is not a bad idea to evaluate what mode of flight you are going to use after a thorough map reconnaissance. This will allow you time to review what flight techniques may be necessary to safely accomplish the mission. Because of man made or natural obstacles along a proposed route, an airplane may select low level flight, whereas a helicopter may choose contour flight. Weather, rate of closure to obstacles based on airspeed, flight characteristics and maneuvering space all play a part in the differences between an airplane flying contour compared to a helicopter.

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IANRP WORKSHOP NOTES

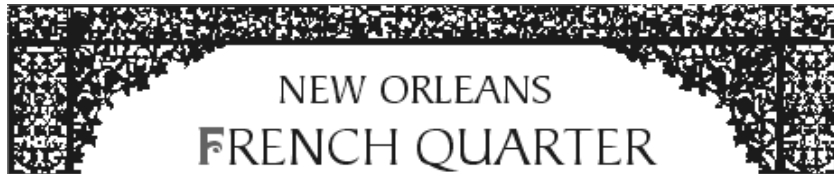
Cajun News...

Notes by Dave Younkin, Colorado NR

The IANRP workshop for 2000 was held in conjunction with US DOI Office of Aircraft Services (OAS) Aviation Conference &

Education (ACE) seminar, January 31-February 4 at the LaPavillon Hotel in New Orleans. The main reason for the combination seminar was most pilots belong to both groups or share the same flying and mission responsibilities. Members arriving early shared a cup of coffee and beignets (French donuts) at Cafe DuMonde in the French Quarter Sunday night. The hoped for late planning session didn't work very well due to a noisy cafe crowd, but some visiting was possible and it was fun.

Workshop topics ranged from risk management, accident prevention, regulations and transportation of hazardous material to public aircraft and low level waiver issues. Presentations on two of the days included topics of interest to all pilots. Other days were a mix of aviation safety and DOI administrative procedures. I believe that on Thursday morning IANRP members met for a discussion of mission and equipment usage techniques and a business meeting. I was unable to attend this portion because of obligation to attend DOI avia-



tion management presentations.

Tuesday evening IANRP members and spouses had dinner at Middendorf's in Man-

chac, northwest of New Orleans. This excellent event was arranged by Louisiana member George Courtney. Spouses also had opportunity for local shopping, tour of homes in the Garden district, visit World Trade Center, etc. Most members dined in the French quarter nearly every night. There were definite benefits in the joint meeting, including cost savings to IANRP, time savings for those who usually attend both workshops, and opportunity to meet new people and make them aware of the IANRP.

Disadvantages were mainly schedule conflicts, especially the lack of an opportunity for a separate IANRP session. I believe future joint workshops would be workable with better coordination, e.g. if OAS is able to place all non-pilot management items either before or after general pilot program days, so IARNP could have a separate day without conflict. Unfortunately, this time both groups had dinners on the same evening.

-Dave Younkin, Colorado DOW



NOTICE OF CHANGE IN OFFICERS

The following IANRP positions have seen a change in personnel:

Paul Anderson of Wisconsin has succeeded Dave Younkin as **President**.

The position of **Vice President** is currently **vacant**.

Mike Jeffries of Idaho has replaced Jim Bredy as **Secretary**.

Joe Barber of Ohio has replaced John Clem as **Treasurer**.

The position of **Newsletter Editor** will be **vacant** as of this issue.



LOUISIANA ANECDOTES The Eagles Have Landed!

G.B. Courtney, Louisiana IANRP Member

I thought that some of you might want to hear that the Bald Eagle population is doing quite well in Louisiana.

Last winter when I was down here I spotted quite a number and three nests miles apart from each other. This is over a five month time frame.

Yesterday when flying from Lake Maurepas to Patterson (just west of Morgan City and southwest of New Orleans) at about 1,000' I spotted one soaring a hundred feet or so below right over the Mississippi River.

-G.B.Courtney



Why not send us your anecdote?

Every now and then we receive interesting anecdotes from our readers. We enjoy sharing them with the membership. With the thousands upon thousands of hours of flight experience out there, we know that our members have many anecdotes worth retelling. Please send us one of your war stories. We all can look back and laugh at the follies and frustrations we have experienced over the years. Why not share them with our readership?

(ANNUAL WORKSHOP Continued from page 1)

Chester or was it Cheshire, Connecticut? Any way, if it is in that state, one can't be too far from the other. Tom will be publishing details as they come together. I'm sure that he will appreciate any input from the membership, so please let him know our wants and needs, and any thing that we can offer to help him out. -Dave Younkin, Colorado NR

TREASURER'S REPORT
Count Your Blessings...

From John Clem, Treasurer

IANRP Cash Flow Report
01/01/99 Through 12/31/99

INFLOWS	
Dues Collection	1681.40
Meeting Registration Fees	730.00
TOTAL INFLOWS	2411.40
TOTAL OUTFLOWS	
Awards	158.27
Bank Charges	60.00
Newsletter & Web Page	2720.06
TOTAL OUTFLOWS	2938.33
OVERALL TOTAL	-526.93

Account Balances Report
As of 12/31/99

ASSETS	
IANRP Cash & Bank Accounts	3831.38
TOTAL ASSETS	3831.38
LIABILITIES	
Liabilities	0.00
TOTAL LIABILITIES	0.00
OVERALL TOTAL	3831.38



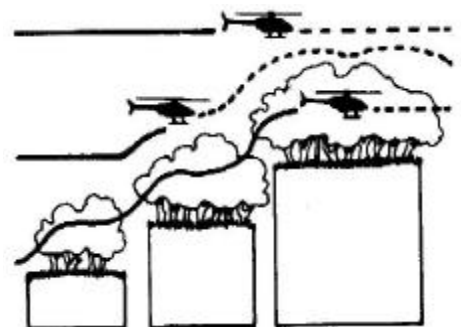
(SAFETY CORNER Continued from page 1)

Since terrain flight requires more attention to detail and the fatigue factor is high, you must consider human factors such as physical conditioning, creature comfort in the cockpit, physical well being, and attitude. Not everyone has the skill level or inclination to perform terrain flight. A pilot needs to plan in detail and be proficient in maneuvering close to the ground. For example, a pilot relies heavily on his peripheral vision to ensure terrain and obstacle clearance. This requires the pilot to be aware of any blind spots peculiar to the aircraft being flown because of hazards such as wires. Anytime you find yourself near roads, man made structures, or below natural terrain features, suspect wires.

While studying the map, high light all potential hazards and during the flight be ready for surprises. Detection of wildlife and vegetation of interest depends upon altitude, airspeed and weather conditions.

Terrain flight also increases the probability of bird strikes. A single bird will avoid an aircraft, however the aircraft may need to be maneuvered to avoid a flock. Distraction and fixation can cause a pilot to exceed his or the aircraft's capabilities when trying to avoid the ground or obstacles. Terrain flight demands a

- LOW LEVEL**
Constant Airspeed
Constant Altitude
- CONTOUR**
Constant Airspeed
Variable Altitude
- NOE**
Variable Altitude
Variable Airspeed



Terrain Flight Modes

fast cross check in and out of the cockpit as well as diversification of attention. Some additional suggestions are avoid flying into the sun, and if visibility is reduced by the weather, reduce airspeed and/or increase altitude. Anticipate loss of altitude in turbulence and vertical thermal air currents. Stay ahead of the aircraft and aviate. Terrain flight can be one more tool you can use to accomplish your missions as Natural Resource Pilots.

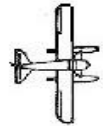
-Dennis Dura, D.P.E.

Con Aero Newsletter

IANRP Treasurer
9740 Briarwood Drive
Plain City, OH 43064



THE INTERNATIONAL ASSOCIATION OF NATURAL RESOURCE PILOTS



Con Aero Newslet-

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IANRP Officers

President

Paul Anderson
ND Game & Fish Department
100 N Bismark Expressway
Bismark, ND 58501-5095
W 701-328-6613
panderso@state.nd.us

Secretary

Michael Jeffries
Technical Representative, OAS
2741 Airport Highway
Boise, ID 83705
W 208-334-9310
Michael_Jeffries@ios.doi.gov

Treasurer

Joe Barber
4121 North River Road
Springfield, OH 45502
H 937-265-6328
joe.barber@dnr.state.oh.us

Librarian

John C. Clem
Ohio Division Of Wildlife (ret)
9740 Briarwood Drive
Plain City, Oh 43064
H/W 614-873-4163
john_clem@compuserve.com

Public Affairs Officer

Francis Satterlee
Virginia Game Department (ret)
200 Patrick Street SW
Vienna, VA 22180
H 703 560-1271

Newsletter Editor

Pete Hobstetter
Ohio Dept of Transportation
2829 West Granville Rd
Columbus, OH 43085
W 614-793-5088
MAG10@prodigy.net

.Good judgment comes from experience, and a lot of that comes from bad judgment.

There are three kinds of men. The one that learns by reading. The few who learn by observation. The rest of them have to pee on the electric fence for themselves.

-Will Rogers

(The irony here is that Will died in a preventable aviation accident. Let's keep the fence dry! Please pass on your shocking tales to the next newsletter editor. Good luck to all...Pete Hobstetter)

Calendar of Events

02/29/00	Tennessee DOT Aviation Conference Nashville, Tennessee
03/07/00	FAA Aviation Forecast Conference Washington, DC
03/24/00	NA Wildlife & Nat'l Res Conference Chicago, Illinois
04/09/00	Northeast Fish & Wildlife Conference Charleston, West Virginia
04/10/00	Helicopter Assn of Canada Trade Show Montreal, Canada

IANRP WEB PAGE

The IANRP Web Page is now on line.
The formal address is:
<http://IANRP.org>



CLASSIFIED ADVERTISEMENTS

POSITION WANTED: PILOT/BIOLOGIST

Stephen D. Earsom

Dept. of Biology
167 Castetter Hall
University of New Mexico
Albuquerque, NM 87131
(505)277-5130; Fax 277-0304

(Resume available on the IANRP Web Page)

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ADVERTISING RATES: \$12.50 per Square Inch, or portion thereof; For Press Release information contact the editor. Web Page rates: 27.50 per term for a banner. Terms run concurrently with the newsletter. Banner rates include the hyperlink. Payments due in advance without prior arrangement. Contact the newsletter editor, Pete Hobstetter.

I herewith petition the executive Committee of the International Association of Natural Resource Pilots for Membership.

Name _____ Title _____

Department _____ Address _____

City _____ State/Province _____ Zip _____

Work Phone () _____ Home Phone () _____

Fax () _____ E-Mail _____

Signature _____

This is a : Renewal Original Membership (Check One)

MAIL TO: Full Member Associate member (Check One)

Joe Barber, IANRP Treasurer
4121 North River Road
Springfield, Ohio 45502

(Please enclose \$25 membership fee)