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 execute 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.
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 aviation management presentations.

Tuesday evening IANRP members and spouses had dinner at Middendorf’s in Manchac, 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

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?
**TREASURER’S REPORT**

**Count Your Blessings...**
From John Clem, Treasurer

<table>
<thead>
<tr>
<th>IANRP Cash Flow Report</th>
<th>Account Balances Report</th>
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<tbody>
<tr>
<td><strong>INFLOWS</strong></td>
<td><strong>ASSETS</strong></td>
</tr>
<tr>
<td>Dues Collection</td>
<td>IANRP Cash &amp; Bank Accounts</td>
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<tr>
<td>Meeting Registration Fees</td>
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<td><strong>TOTAL INFLOWS</strong></td>
<td><strong>TOTAL ASSETS</strong></td>
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| **TOTAL OUTFLOWS**     | **LIABILITIES**        |
| Awards                 | Liabilities            |
| 158.27                | 0.00                   |
| Bank Charges          | **TOTAL LIABILITIES**  |
| 60.00                 | 0.00                   |
| Newsletter & Web Page | **OVERALL TOTAL**      |
| 2720.06               | 3831.38                |
| **TOTAL OUTFLOWS**    |                        |
| 2938.33               |                        |
| **OVERALL TOTAL**     |                        |
| -526.93              |                        |

(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

(ANNUAL WORKSHOP 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, highlight 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 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.

(ANNUAL WORKSHOP Continued from page 1)

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—Dennis Dura, D.P.E.
I herewith petition the executive Committee of the International Association of Natural Resource Pilots for Membership.

Name  
Department  
Title  
Address  
City  
State/Province  
Zip  
Work Phone  
Home Phone  
Fax  
E-Mail  

Signature

This is a:  
Renewal  
Original Membership  
Full Member  
Associate member  
Check One

MAIL TO:  
Joe Barber, IANRP Treasurer  
4121 North River Road  
Springfield, OH 45502

Classified

I find the following classified advertisements

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)

IANRP WEB PAGE

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

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

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)

Classified Rates: $25 per 100 words, or portion thereof; per issue. No charge to IANRP members for job postings. Payments due in advance of issue date without prior arrangement. Contact editor.

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.