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NEWS

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## FROM THE PRESIDENT

### TIME FOR A CHANGE

Corporate Members! Should we or shouldn't we? That is the question! Why are we even talking about this, after all, aren't we a PILOTS association.

Haven't you read our by-laws, we already have provisions for Corporate Members. All GOOD questions, but times have changed and we need to look at these issues once again (Wouldn't you know it, elect a lawyer President and he'll bore us to death with by-laws).

Sorry about this, but it's important to YOU that this organization make sure that the best interests of PILOTS and CORPORATE OPERATORS are represented in these days of increased regulation, diminishing rotorcraft airspace and a dim future for an increase in rotorcraft landing areas throughout New England. Let's face it folks, most all of the helicopters out there today are owned and financed by Corporate entities and not out of our back pockets. And, the overwhelming number of helicopter operations are conducted by Corporations. In all likelihood, if they don't fly, we don't fly! And if you fly in General Aviation, don't think this issue doesn't affect you—there simply wouldn't be any hope of heliport/vertiport development if it were not justified by the existence of the Corporate aspect of rotorcraft use. GET THE POINT?—WE ALL need Corporate Operators!

This organization was never intended to be a "Union," but rather a group that would be sure that the notions of safety and professionalism in helicopter operation would be enhanced. Certainly, the Corporate Operators, who have invested so much in aviation (and that means you and me) should be fully represented in NEHPA to enhance these goals.

Our by-laws now provide for a non-voting status for "Corporate Members." I would propose that we establish a full voting membership status for Corporate Members. I would hope that Corporate Members would also be willing to help underwrite some of the endeavors of this organization through an appropriate dues schedule that would reflect their interest in membership (you knew I'd get around to that!)

I intend to bring this matter to full discussion at the May Membership Meeting and hope that you and our Corporate Friends will be there to support this change.

Thank you. John P. Burke, President

## MAY MEETING

**Be sure to mark your calendar:**

**Thursday, May 3, 1990**  
**Days Inn, Woburn, MA**  
**6:30-7:30 Social Hour**  
**7:30 Meeting**

**Agenda:** Frank Jensen, President, Helicopter Association International, will be our special guest speaker, proposed By-Law Changes, TCA and MAC Regulations updates and much more!

## JUST OFF THE WIRE...

**DRUG TESTING PROGRAM DEADLINE EXTENDED**—Wayne Johnson, Aviation Industry Drug Abatement Program Manager has advised NEHPA that the deadline of April 15, 1990 for all Group C (small and individual) commercial operators has been extended to April of 1991. We are also advised that the FAA has a new publication for Part 135 Single Pilot Operators to use in establishing their drug program. If you have a question about the extension period or want to receive any of the updated publications, you can call Mr. Johnson at the FAA New England Region office in Burlington, MA.

**NEW FAA ENFORCEMENT POLICIES ARE ON THE WAY**—We first learned that FAA Administrator James B. Busey IV would be changing FAA enforcement policies at the HAI Rotorcraft Roundtable in Dallas last February. All the FAA would say at that time was that changes were on the way,

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## A SPECIAL NEHPA MEETING

In August (Date to be announced) we will have an Agenda designed for our Northern New England members who cannot, or find it difficult to attend the regular meetings. Joe Brigham has made the offer to host this meeting at his new facility near the Concord, N.H. Airport. If you have any Agenda items for this meeting or any ideas for speakers etc, please call John Burke (508) 653-5252. A mailing will be sent to announce this meeting, and, of course, ALL MEMBERS are invited to attend.

## COMING EVENTS...

**SOLUTIONS IN MOTION**, the forum on vertical flight technology and vertiport development to be held on May 2-3 at the DOT/Transportation System Center Auditorium in Cambridge is shaping up to be a landmark event. As of this writing, Bell Helicopter Textron has indicated it will bring its XV-15 experimental Tiltrotor to the forum for display. If you would like more information on the forum, call Barry Bermingham, FAA Vertiport Project Manager at (617) 273-7299. See you there.

**THE MAY MEMBERSHIP MEETING** brings us two special opportunities. First on the Agenda will be HAI President, Frank Jensen who is making a special trip to Boston to be our speaker. Frank Jensen's leadership at HAI has been a benefit to us all, so don't miss this opportunity to hear Mr. Jensen's views on safety, enforcement policies and the future of vertical flight. The second part of the meeting will hopefully include two of the XV-15 pilots from Bell. We are still trying to make the arrangements for them to attend, so keep your fingers crossed.

**THE 1990 NEHPA SAFETY SEMINAR** will be held on Saturday, September 29, 1990 at the Westford Regency Hotel in Westford MA. This looks to be a great location, since it will give us a good comfortable meeting room, it is conveniently located to Rt. 495 and we will be able to fly in some helicopters. More on the Safety Seminar in the next Newsletter.

## UP IN THE AIR

The following TCA issues are as yet unresolved. However, we are working on them.

1. We are still trying to find an acceptable way to get above 1000 feet beyond the 5 DME arc.
2. We are still trying to get 1000 feet authorized between the Logan heliport and the Coast Guard Station.
3. We are still having minor problems during the mid-day with helicopters traveling in opposite directions on the same route being assigned different frequencies. (121.75 and 119.1)
4. Have patience. There is a plan afoot to eliminate the requirement to use ground control. More on that later.



## IN SUPPORT OF THE FAA

By Jack Keenan  
Chairman

Air Traffic Committee

By now most of you are aware of the recent confrontation involving the FAA, residents of East Boston, and their political allies. In brief, the FAA had proposed beginning helicopter operations on two new routes across East Boston. The Regional Administrator however, was the victim of intense political pressure and subsequently announced that the new routes would be studied further, prior to implementing the use of those routes.

The FAA had originally proposed the use of new routes in order to resolve the problem of conflicts between helicopters and airplanes. Their original proposal had called for helicopter traffic to operate at or below 1000 feet inside the TCA and at or below 500 feet between the Coast Guard Station and Logan Airport. This included operation at 300 feet over East Boston on the proposed new routes.

Your association and several helicopter users of Logan opposed the new routes on the basis of unnecessary noise impact as well as safety considerations associated with the low altitudes.

In their most recent plan to implement the use of the new routes the FAA addressed all of our safety concerns and all of our noise impact concerns in a most professional and responsible manner. We could not have asked for anything better than the plan which fell victim to political pressure. That plan included the following:

1. An altitude of 1000 feet to the airport boundary.
2. No more than 1 helicopter at a time on the routes over East Boston, thereby eliminating air traffic congestion over East Boston.
3. Selective assignment of East Boston routes only to regular TCA users thus eliminating confusion while minimizing noise impact over East Boston.
4. Assignment of only the present Harbor Route when the ceiling is less than 1000 feet, thus placing lower flying helicopters over water instead of East Boston neighborhoods.

The New England Helicopter Pilots Association is of the opinion that this most recent proposal represented a responsible and professional resolution to the air traffic conflict problem.

We are prepared to work with the FAA in dealing with this complex issue and will support any plan which both organizations find to be technically correct, economically prudent, and environmentally proper.

## TCA UPDATE

Here is a quick review of the current TCA procedures.

1. Enter the TCA at or below 1000 feet.
2. Inbound to Logan, cross the Coast Guard Station at or below 500 feet.
3. Be prepared to switch to ground control on short final, or before taxiing off of the helipad.
4. Outbound, use ground control until short of the helipad.
5. Use Skyway (121.75) or Tower (119.10) as assigned for route clearance and takeoff clearance prior to occupying helipad.
6. Remain at or below 500 feet until passing Coast Guard Station outbound.
7. Fly at or below 1000 feet after passing the Coast Guard Station outbound.
8. You can normally expect these procedures, but you must comply with ATC instructions.
9. If ATC instructions are vague, unclear, or not fully understood, please ask for clarification. A lot of the current procedures are new to the controllers also.

## ANNOUNCEMENT

Gary Rolfe, Director of Operations at Hub-Express Airlines, would like to announce the availability of the helipads that are used within their system. These helipads have always been and always will be available for any legitimate helicopter operations. However, when establishing these pads, HubExpress agreed to be the heliport manager for each one, therefore, Gary requests prior coordination from all potential users. What they need is to coordinate with you a minimum of 24 hours (normal business day) prior to your operation. They will coordinate use conflicts, tell you how to contact them via their company frequency, and answer questions on approaches/departures and any other concerns related to safety. Most of these pads are designed for pickup and drop-off only, as there are no helicopter parking facilities available. Gary can be reached at (617) 897-7053 (office) or (617) 897-7465 (fax). HubExpress flight reservations to/from Logan can be booked at (800) 962-4744 or through your travel agent.

### Employment Opportunity:

For R22 Flight Instructor, Req. R.H.C. Safety Course and Ground School Instructor. Norwood Airport. Send resumes to: Manning Helicopter, 31 Fargo Street, Boston, MA 02210.

### Attention Ham Radio Operators!

Member Marden Pride is looking for other ham radio enthusiasts within our association to link-up with. Contact him at K&R Aviation (508) 798-3351 or on the air-waves (his call sign: WBIGGI). Marden is a helicopter flight instructor at K&R Aviation.

## JUST MY OPINION WE DO MAKE A DIFFERENCE!

Of the many axioms of life that I have heard over the years, one of the most truthful is "The best way to stay out of trouble is to never do anything." Those of you who know me are aware of the "troubles" I have gotten into over the years as one of your NEHPA officers, but that's the price we pay for asserting our opinions. I hope that each of you will keep this axiom in mind as your new leadership strides forward.

I raise this matter because of the recent controversies and conflicts that have arisen out of the Boston TCA issues. As each of us (NEHPA, FAA Region, Boston Tower, etc.) presses our position, EVERYONE should keep in mind that EACH of us is doing our job, representing what we believe is in the best interest of SAFETY. We are very fortunate to have open lines of communication among all concerned, as such is not the case in many parts of our country. The important thing to keep in mind is that SAFETY is enhanced as a result of these conflicts, and that a few innocent casualties along the way are just part of the process. As long as we deal from sincerity and professionalism, with a little humility when appropriate, the outcome will be positive, and we will MAKE A DIFFERENCE, leaving a better system for those who follow us!

## WEEKEND CFI REFRESHERS:

### Enhancing or degrading SAFETY?

Having been faced with the expiration of my CFI certificate, I decided recently that I'd try the "weekend refresher" route for the first time, since I didn't have ready access to a helicopter to take a check-ride with an examiner.

The experience was enlightening, and prompts me to make these comments. First, the weekend was BRUTAL, 4 hours Friday nite, and 10 hours each on Saturday and Sunday, crammed in a stuffy room with 140 people. This is not to imply that the content of the course was not good; it was generally well presented and applicable to the needs of the majority. Staying alert and receptive to learning was the difficult part.

But, what really got my attention was what I learned from my fellow students. Since this was my first experience at this, I asked others if this one was typical, and why they abused themselves like this? The typical answer was "it's the safe way to keep current without exposing yourself to an FAA examiner." How sad I thought; yet another example of the deteriorated relationship between pilots and the FAA. Personally, my experience with riding with the FAA has always been a positive

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## Tip-O'-The-Hat

A big "tip o' the hat" goes to our association's ATC Committee for their participation with the FAA in dealing with the current route issues over East Boston. Chaired by Jack Keenan and supported by members Bob Braceland, Tom Grassia, Mike Peavey, and Gary Rolfe, the committee has put forth innumerable hours to try to reach agreeable solutions for all of us.

Wendell Moore deserves a big hand too. Organizing the Annual Dinner Dance is no small task but he seems to pull it off with ease. It's obvious to all who attended that he did another excellent job! Finally, thanks to the speakers who took time to give us their informative presentations at our March meeting. Wayne Johnson from the FAA gave a much needed explanation of the new drug testing procedures, and Dick Groux, from Avion System, Inc. displayed T-CAS and its current applications to the rotary-wing environment.

Thanks to all! Ed.

## 123.05 News

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Address submissions to the Editor, Elberta Hilliard, 8 Hope St., Hopedale, MA 01747 or FAX (508) 651-9276.

NEHPA is an affiliate member of Helicopter Association International. For membership applications or inquiries contact David Graham, Secretary, P.O. Box 88, Bedford, MA 01730

## WEEKEND

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learning experience, but based on the stories I hear, it seems that I have been spoiled by a few unique FAA old-schoolers. How can the FAA ever hope to improve safety when the user views them as an adversary, and particularly the ranks of the CFIs, who set the mental state of new entries into our ranks?

Only the narrow minded believes that safety can be dictated by regulations and enforcement. I submit, that until the FAA reverts to its role as a mentor and partner in aircraft operations we will never truly advance towards optimum safety. I believe that people in the FAA like Jim Busey, Keith Potts, Arlene Feldman and others recognize this and truly want to change it, but the system is bogging them down.

John Anderson, Director, HAI  
ATP, CFI, CFII

## Just off the wire...

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but no details. Well, after many "Listening Sessions" around the country and years of complaints about the enforcement process, we have an Administrator who is listening! The new policy will stress remedial measures such as additional training as a way to ensure compliance, rather than handing out stiff sanctions. The NTSB Bar Association has been an advocate for this type of approach and has suggested the use of an "Airman's Clinic" to ensure that violators receive the kind of training that will prevent further violations rather than simply handing out sanctions that do nothing to address the reason for the violation.

MAC LANDING AREA REGULATIONS—Yes, they're back! Just when you thought it was safe to go back in the water, the Massachusetts (as in Miracle) Aeronautics Commission is attempting to implement a watered-down and technically flawed version of the proposed Landing Area Legislation that was not acted upon by the legislature last year. This time they are attempting to do this by REGULATION rather than LEGISLATION. The main difference is that the regulations do not, and cannot, contain a mandatory appeal process to an Aeronautic body. Without this appeal process we would be totally at the mercy of local Zoning Boards and Planning Boards. There are also many technical problems with the regulations. Needless to say, NEHPA will be leading the charge to see that these regulations do not get adopted. More at the May Meeting.

## More Just My Opinion

Maybe I've missed the boat, but there are times when I honestly feel we have met the enemy, and guess what? It is us!

A recent N.E.H.P.A. meeting is a case in point. It's reasonable to assume that no two prudent pilots are going to deliberately bump into each other (as in a mid-air collision). It is equally reasonable to assume that all air traffic controllers, who are paid to keep pilots apart, would do nothing to foster such an untimely occurrence. Therefore we can all assume that the goals are identical. How they are reached, however, is occasionally where the difference lies.

Washington has come up with a policy creating "sterile" airspace, beginning at a departure point on the runway and ending, at least in theory, at touchdown. This policy is about to create difficulty with regard to certain helicopter operations into and out of Boston-Logan Airport, requiring low flight, over water and near a very vocal, noise sensitive area.

Washington-based policies occasionally need to be amended to accommodate local conditions. I well remember one such policy that mandated the removal of high intensity approach lighting systems from all airports not having scheduled air carrier service, in the interest of having a national standard of medium intensity A.L.S. at general aviation airports. In theory, it sounds fine for Dubuque, Iowa but is not very swift when you consider foggy Nantucket Airport where you would frequently be at the D.H. without ever having seen one strobe of a medium intensity system! Fortunately, after some heated debate, the high intensity system remained and common sense prevailed.

We appear to be at loggerheads regarding the separation policy at BOS. There ought to be a way where common ground can be found to let the policy fit the local conditions, thereby keeping the natives from becoming restless, and at the same time allowing safe operations to continue. Let's keep the separation policy, but modify it ever so slightly to allow the see-and-be-seen policy that has worked so well at BOS for the past 30 years, to prevail on a close-in basis.

Common sense? Why not. Remember, if it doesn't need fixing...

David W. Graham, Member

## Smash Hit Dinner Dance!

Doesn't everyone wear their tie around their head? What's the matter, don't you know the answer to that question? Well, if you don't, then you missed the 1990 NEHPA Dinner Dance held at the NCO Club at Hanscom Field on March 31.

This year's Dance was a great success. We had our largest attendance in recent years and lots of new faces! It was especially great to see lots of our newer members take advantage of this chance to meet the current membership.

BIG THANKS to Wendy Moore, the Dinner Dance Chairman for again producing a great evening (second year in a row).

BIG THANKS to Joe Benkert of the PILOT SHOP in Norwood. Joe donated the two flight jackets, coffee mugs and shirts that we gave away. Please be sure to thank Joe and mention his donation when you visit his shop.

BIG THANKS to Gary Rolfe and all the folks at HubExpress for the donation of flight certificates.

LaRay Todd, as usual, out-did himself as NEHPA's social director, athletic director, giver of awards, etc. Ray is also available to give dance floor surfing lessons, by appointment only.



## NEHPA 1990

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Mike Peavey Gary M. Rolfe

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##### Chairman

Greg Harville (603) 926-4949

LaRay Todd Bruce MacLeod

## Maine Rotors Corporation

Maine Rotors, owned and operated by Tim Brown and John Scanlon, has moved into new office and hangar facilities at the Sanford Municipal Airport in Sanford, Maine (SFM). The move is part of the expansion of the General Aviation Terminal at Sanford Airport, which also includes a new "sit-down" restaurant, the Cockpit Cafe. Maine Rotors has been providing commercial helicopter flight service in the southern Maine area for the past three years, including helicopter flight training in Robinson Helicopters. Robinson helicopter factory authorized maintenance is available as well as 100LL and Jet-A fuels. Quality flight training, reasonable rates, GOOD FOOD and fuel... what more could you ask for? Look on your sectional. We're only 40 miles northeast of Lawrence, MA. For those driving take Maine Turnpike Exit 2, right on to Route 109 West and look for the airport on your left in about 6 miles. Fly-in, drive-in or call-in, we'd enjoy talking with you.  
Tim Brown CFI, John Scanlon CFI  
(207) 524-2022

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Jack Keenan succeeded Kevin Tuttle as this year's recipient and caretaker of the NEHPA "Big Block" trophy (handcrafted by LaRay out of solid Kryptonite). Too bad, Jack. (By the way, Jack, how did the pie taste?)

Finally, Al "Sambucca," Joe Hubbard and Paul Zepf thrilled the crowd with their demonstration of abdominal dexterity.

Well, back to the first question. Doesn't everyone wear their tie around their head? Still don't know the answer? The only way to find out is to make sure you attend the next NEHPA Dinner Dance in 1991!

**Thanks for  
all the articles,  
it really  
makes this  
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lot easier.**

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