

123.05



NEWS

FROM THE PRESIDENT

"Thank you, Arlene and Barry"

As you may recall in this column in our February Newsletter I wrote about the coming problems with the new revised Part 157 of the FAR's. As you may also recall, this new regulation was scheduled to go into effect on February 27, 1991 and had the potential of causing all kinds of havoc for operators throughout the country.

Fortunately, after the press date for that Newsletter, F.A.A. Administrator Admiral Busey, announced at the HAI Rotorcraft Round Table Meeting in Anaheim, CA, that due to all of the comments he had recently received on the issue, the implementation of the revised Part 157 would be delayed until corrective action could be taken.

We should all be grateful for the two NEHPA members who played a large part in making sure our voices were heard at the highest level in the F.A.A. Regional Administrator Arlene Feldman, and Vertiport Program Manager Berry Birmingham, played an active and instrumental role in making sure that the Administrator understood and appreciated the problems that would be caused by the new Part 157.

Again our thanks to Arlene and Barry, and of course to the Administrator, Admiral Busey, for his willingness to listen to rotorcraft needs.

John Burke

NOMINATING COMMITTEE

NEHPA President, John Burke, has appointed a Nominating Committee to recommend to the Membership a slate of officers for 1992. The Nominating Committee will meet at the Safety Seminar in September of 1991 to make its selections and report to the Membership at the November Membership meeting. If you are interested in serving as an officer please contact one of the Committee Members and let them know of your interest. The Committee is as follows:

1. John A. Anderson, Chairman
2. George Vincent
3. Wendell Moore

MAY MEETING

Be sure to mark your calendar:

May 2, 1991

Westford Regency Inn, Westford, MA
Social Hour—6:30–7:30 P.M.

Meeting—7:30 P.M.

AGENDA

John Davis, recently retired Massport Chief Airport Engineer, will be our guest speaker. Mr. Davis, a Civil Engineer specializing in the planning and design of civilian and military airports throughout the world, will present a history of Logan International Airport, beginning in 1920. This presentation will feature many photographs and historical facts about the Airport that will be of interest to all pilots.

CONGRATULATIONS BRUCE!

New Hampshire Helicopters, Inc. is pleased to announce that its Director of Maintenance, Bruce H. Harting, was selected by the F.A.A. as the New England Regions General Aviation Maintenance Technician of the Year for 1990. He was selected by a Regional panel of aviation maintenance professionals. His award in part reads: "He has earned the respect and confidence of his peers, the F.A.A. and most importantly, his customers. He establishes high standards for himself and the company's Maintenance Department and leads the way in promoting safety." CONGRATULATIONS BRUCE!

Agusta Aerospace announced at the recent HAI Convention held in Anaheim, CA, that New Hampshire Helicopters, Inc. has been selected as one of six repair stations throughout the U.S. to become an Agusta A-109 factory authorized service center.

HOW'S THE WEATHER?

This is a question we ask every day. However, it's a question many pilots don't get the answer to when they should. In fact, inadequate weather information is a leading cause of aircraft accidents.

"Weather" will be the theme of this year's NEHPA Safety Seminar to be held at the Westford Regency on Saturday, September 14, 1991. Mark your calendar and be sure to be there. More in following Newsletters.

YANKEE SIGNS WITH CASHMAN

John Burke, President of Yankee Helicopter, Inc., announced the signing of a two-year contract between Yankee and Cashman/Interbeton, a joint venture construction company, for off-shore helicopter transportation in connection with Cashman/Interbeton's construction of the Boston Harbor sewage tunnel.

Yankee will use an Aerospatiale Twin Star to transport Cashman/Interbeton's workers between Boston and an off-shore platform to be located 9.5 miles northeast of the Boston VOR. Yankee will move up to sixty passengers a day, six days a week as part of the operation.

Former NEHPA President, John Anderson, will serve as Chief Pilot. Operations are scheduled to begin April 15, 1991.

MAC LEGISLATIVE UPDATE

Every Spring, the Legislature starts to gear up the Hearing process to reconsider all of those Legislative Bills that it didn't get around to passing last year. This year is no exception. The Massachusetts Legislative Committee on Transportation held a Hearing on Thursday, March 21, 1991 to consider numerous aviation bills for the coming session. Unfortunately, our old friend the Landing Area Regulation Bill has been refiled.

As you may remember, NEHPA has taken a strong and vocal position in opposition to this Bill, which would create a whole new statutory process for obtaining private landing areas in Massachusetts, unless and until a set of regulations that will go with the Legislation can be worked out to the satisfaction of NEHPA.

NEHPA President, John Burke, appeared at the Hearing and testified on behalf of all NEHPA members in opposition to this Legislation, but pledged NEHPA's support in working with user groups, municipal representatives, and MAC staff to arrive at an acceptable set of regulations. Assuming that can be done, Burke informed the Committee that NEHPA may be in a position to support the Legislation. However, at this time, reporting the Legislation forward for enactment was premature.

Contributed by member: John Burke

IFR HELICOPTER OPERATIONS

The New England Corridor

IFR flights between Boston and the New York area (as well as points in-between) have been conducted mainly with helicopters flying in the "Fixed Wing environment." Many of us in NEHPA and other user groups have been speaking out over the years on trying to find ways to separate ourselves from that environment to accomplish two main objectives. First, to help relieve congested airways and approach corridors, and second, to allow helicopters to operate, utilizing their unique capabilities.

Some relief may be in sight. On February 19th, and again on March 21st, representatives of the FAA N.E. Region and Eastern Region (NYC) met with helicopter user groups. Included were Helicopter Association International (HAI), Eastern Region Helicopter Council (ERHC), and New England Helicopter Pilots Association (NEHPA). This meeting, sponsored by Arlene Feldman and Barry Birmingham of the FAA N.E. Region, was held in order to address IFR helicopter operations between New York City and Boston. Three main issues were discussed: low altitude radar coverage between Boston and the New York City areas, routing to/from La Guardia and Kennedy airports, and the point in space approach into Logan.

IFR routes at the lower altitudes have been restricted due to inadequate radar coverage, particularly in the Bridgeport, Connecticut area. This restriction appears to be improving with the installation of a new ASR-9 radar facility at Quonset, Rhode Island. The ASR-9 can "see" out to the vicinity of Madison (MAD), down to 3000 ft. This should also include the airport at Waterbury/Oxford.

The next two issues, routes to/from La Guardia and Kennedy up to the Boston area, are showing some improvement. The following routes and altitudes are, as of this writing, being evaluated by the FAA and should be finalized by April 19th.

Coming out of Kennedy or La Guardia to Boston would be radar vectors to Bridgeport (BDR), V229 to Hartford (HFD), V3 to Boston (BOS) at 3000 ft.

Boston to Kennedy (JFK); V3 to Hartford (HFD), V229 to seall (intersection), direct Calverton (CCC), V16 to Kennedy (JFK) at 4000 ft.

Going from Boston to La Guardia (LGA); V3 to Hartford (HFD), V229 to Bridgeport (BDR), V475 to La Guardia (LGA) at 4000 ft.

These routes and altitudes are currently the most likely, however, changes may occur. The FAA N.E. Region will be able to announce acceptance and an implementation

schedule of these, or other similar routes, on April 19th. Additionally, a low level RNAV route (at 2000 ft.) over the Long Island Sound to accommodate helicopters below the heavy fixed-wing traffic is being evaluated. The route would extend from La Guardia to a point north of Bridgeport, with a hand-off to ocean approach, and a climb to 3000 ft.

The point in space approach into Logan (BOS) was determined not as advantageous as the lower approach minimums available on the ILS Runway 15 approach. Ways are being looked into of preventing unnecessary delays and to expedite helicopters onto this approach corridor.

While looking ahead to April 19th, we can see some progress being made in our goals to be able to perform our mission utilizing our unique capabilities. I would like to point out that the FAA N.E. Region views these aforementioned proposals as short-term solutions. We will continue to work together for longer-term solutions, such as the RNAV routes with even lower altitudes, that are currently being considered.

The IFR Committee openly welcomes and encourages any comments or suggestions.

Contributed by member:

Chuck Spencer, Chairman, IFR Committee

CORPORATE MEMBERSHIP

Don't forget, if your corporation would like to be a NEHPA member and have your corporation featured in all of our Newsletters, publications, and advertisements, apply for corporate membership now on the recently circulated Corporate Membership forms. If you do not have one, you can contact John Burke to obtain one (508) 653-5252 or (508) 655-8733. The fee for corporate membership is \$100.00 and all membership dues will go to support our Safety Seminar.

FACES CHANGE AT MAC

With the in-coming Weld Administration, there will be some changing faces at the Mass Aeronautics Commission.

At press time, there has not been an official announcement of all the members of the new Mass Aeronautics Commission, but what we have heard from a reliable source is that Sherman "Whip" Saltmarsh of Winchester will be appointed to be the new Chairman of the Mass Aeronautics Commission, replacing Dukakis Appointee, Jim King.

From NEHPA's perspective this certainly looks to be a step in the right direction for MAC and for the Weld Administration. As we all know, MAC has been an indecisive and stumbling state agency under King's guidance, and a change is long overdue.

The new Chairman, is a former State

Representative from Winchester and a present member of the Commission, (although only recently appointed). He has a reputation for solid judgment and being evenhanded. We know that his knowledge of the Massachusetts Legislative structure will be an asset to MAC.

Contributed by member: John Burke

AVIATION TECH. PROGRAM

The New Hampshire Technical College at Nashua, New Hampshire is gearing up for a new Aviation Technology program. The program is designed to respond to the expressed need from the aviation industry for assistance in providing a continuous supply of certified technicians.

Students completing the program would receive the Associate in Applied Science Degree in Aviation Technology, and be eligible to apply for FAA license examinations.

In addition to the regular two academic years required of associate degree programs, two summer sessions would be required. The FAA has endorsed the program proposal, and full FAA approval is expected by August of this year.

Contributed by member:

Joe Brigham, Joe Brigham Inc.

123.05 NEWS

Published by the New England Helicopter Pilots Association, P.O. Box 88, Bedford, MA 01730.

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Publisher, Chuck Spencer, (413) 596-6204.

We will consider for publication any photographs or manuscripts, and particularly seek material that has educational value to our membership. Address submissions to the Editor, Elberta Hilliard, 8 Hope Street, Hopedale, MA 01747-1814 or FAX (508) 651-9276.

NEHPA is an affiliate member of Helicopter Association International.

CONGRATULATIONS ARE IN ORDER

Our editor, Elberta Hilliard, solo'd in a C-152 at Taunton, MA, on Monday, April 8th. This feat matches the R-22 solo she performed three years ago at the time of her 16th birthday. A Freshman at Bridgewater State College, Elberta is carrying a dual major in Aviation Science and Communication Disorder. She is managing to hold a straight "A" average.

Following graduation, she hopes to be involved in the ground floor of the tilt-rotor program. But if that is not to be, you can rest assured that she will find a niche within the world of aviation.

Congratulations, Elberta.

YO...

The activities and PR committee is vigorously pushing ahead with the plan of activities that was outlined at the last meeting.

I want to tell you all that there was a tremendous and heartwarming response to my small appeal for help. The sign up sheet reflected almost everyone's name that was at the meeting (yes, we are looking for that one recalcitrant person who did not sign up). Thanks!

? Why did the "good guys and gals" wear white hats and the "bad guys and gals" wear black hats in the old westerns? ... So you could tell them apart. Well folks, one of the things we discovered with our first public "talk" was that some of the folks had trouble readily identifying who were the "good guys." We are addressing this problem on two fronts;

1. We selected a banner design that incorporates a silhouette of a helicopter with the association logo on the other side, and in bold letters, "**New England Helicopter Pilots Association.**" Fierce competition for the proposed design ensued, but the best one (*mine*) won. THANKS to BELL for a \$ donation to defray costs.

2. We selected the decal design for the patch. We were very lucky to have at our meeting the "world famous" FAA design and fashion consultant Ms. Sheila Bowers, who selected Navy blue as the preferred color of shirt, besides, she was the only female at the meeting and the only person with good taste. We are still looking for *benefactors* to help underwrite the set up cost of the patch. **THANKS to those who have already contributed.** You should see an order form in this mailing of the newsletter so that the public can easily identify the "good guys" to talk with. PLEASE, if you can, order the appropriate shirt, hat, jacket or a patch to attach to a shirt. This will help us promote a positive and professional image.

Pheasant Lane Mall is being "bird dogged" by Mike Rhodes. It is moving along as planned. Mike will be contacting those who graciously signed up to start the task of scheduling folks for staffing the booth and getting the opportunity to meet the "steely-eyed public." Barry Birmingham pointed out that these are the "type" of people that we most want to talk to because they are the people who are not likely to go to an airshow and are the people with the least interest or knowledge of aviation, let alone those "Blue Thunder" or "AirWolf" helicopters. Tom Grassia suggested that we develop a common pitch, and with that in mind I would like to refer you to "YO... Who" for some ways of communicating this "Magic" of the helicopter to the public.

Hanscom Open House is being expanded to two days, July 5 & 6. The line-up of helicopters that may be displayed is increasing and may well include the XV-15, Apache,

Eh101, and the Notar. (Note: Arlene Feldman is meeting with Bell in early May to "explain" the advantages). Carl Sheidegg has afforded NEHPA a front and center location in the display area, giving the helicopter industry a great chance to win friends and influence people. Additional help will obviously be needed for the extra. If you can, please let me know.

John Scanlon is on the "block" for Market Square Days in Portsmouth, N.H. It is scheduled for June 8. Some wrinkles have arisen but they are being ironed out by John. We will apparently be moved to a more front and center location at the request of the organizing group. Note: This illustrates the fact that the helicopter has a latent pool of *goodwill* from the general public. We must get to that public and tell our positive story, the "magic" of the helicopter.

NEHPA needs you! We have the chance to talk to and educate 1-1.5 million people about the "magic" of the helicopter this year but everyone is going to have to put in some time. Order that shirt and get ready to perform on that "stage" and meet the PUBLIC... Yes you can!

YO... Thanks.

YO...Who...?

Yep, here I am doing my time for NEHPA at this display. I really wish that I had not volunteered for this. I really have a ton of really important stuff to do at home, the office, anywhere but here. I really don't speak that well, not like that silver tongued John Burke, my god, he's a lawyer. He can talk to anyone. Well maybe if I just kinda look nondescript and hide out in this display I can endure. Yeah, just 2 hours and 58 minutes to go. Oh, oh, oh, no, it looks like that lady and two kids are walking over to me. Run!... Nope, I can't, I'm trapped in the middle of this display. How stupid of me! All right, I'll use the old look down at my shoes like I did in grade school. Maybe she'll think I'm just a "customer." No, the stupid NEHPA shirt, I knew that I shouldn't have gotten one.

"Ah, are you a pilot?" **YO... WHO?**

"Ah, are you a pilot?" Oh my god, she's talking to me. What do I say, quick, something brilliant, "Ah, yes." (Wow, that was real clever!)

Hope she doesn't ask anything else, and especially those kids. They are probably little heathens. "Those things look flimsy and unsafe, you know?" What does she think I am, a mind reader? No, I don't know what she means. What do I do now? How about the truth, that's supposed to be a good defense. "Ah no, Madam, I don't know what you mean." "Well when I see them on TV or in the movies they are always crashing and burning, I mean, aren't they just going to crash on my house?" Oh God,

another question, this is almost like my first date when I was afraid I couldn't find things to talk to my date about for 3 whole hours. The truth, yeah, I'll try that again. "Yes, helicopters have accidents, but they are four times as safe now as 20 years ago, and they have almost the same safety record for number of departures as do airlines."

"Ah, Sir"... Not the little heathens with questions. "Yes." "Sir, is it really hard to fly helicopters, and what is that pointy thing on the front, a machine gun?" "Well, ah, yes, helicopters do require a certain skill and training. When you are riding your bike really fast, the wind is pushing on your face, right?" "Yes sir, sometimes really hard." "When you are going really fast the feel of the wind is even harder, and you can tell how fast you are going, can't you, son?" "Yeah!" "That pointy tube measures the wind pressure and tells me how fast I'm going thru the air."

"Mr. Pilot, what happens if the engine quits, you are just going to drop on my house and die... aren't you?" Here it is, the falling rock question. "NO, the helicopter can "glide" safely in a condition known as **autorotation**. It's like when you blow air across a pinwheel and it turns. Height above the ground gives you potential energy, and when you descend, the air rushing up through the blades turns them just like the pinwheel and turns potential energy into kinetic energy or energy of motion." "Kids, see why you should study hard in school." "Oh, this is my husband, the nice pilot has been explaining the helicopter to us." "Yeah, well that motor looks awfully small to be lifting anything." "Sir, you're right, the motor is small. It weighs only about two hundred pounds but it puts out about 420 shaft horsepower, or about 2 hp. per lb. of engine." "Heck, my truck has only 165 hp. Thanks, Mr. Pilot, but we have to be going."

Wow, that wasn't so bad and I actually had something to say to the folks that they seemed to understand and appreciate.

... A few conversations later... "Hi, I'm your relief, I'm not sure I should be here, I've got so many things to do." "Gee, is it time to go already?" "I don't smooth talk like that John Anderson, and I'm not sure what to say to them."

"Don't worry Mr. Pilot II, try these few steps and the time will "fly" by:"

1. Truth & honesty.
2. Talk WITH, not TO the people, put your message in their terms. Ask them what it is they want to know.
3. Knowledge, about your machine & industry.
4. If you don't know, find out and follow up.
5. Identify yourself, "Hi, I am _____."
6. Enjoy & learn.

YO... THANKS!

NEHPA SPORTSWEAR ORDER FORM

We now have selected sportswear items with the NEHPA logo custom embroidered on them. Shirts and jackets may have up to two lines of embroidered printing.

If you would like to order any of these items, please fill out this order form and bring it to the next NEHPA meeting. You can have it shipped directly to you via UPS if you mail the form, along with your payment to NEHPA. (NOTE: Shipping Charges will be C.O.D.)

Samples will be available at the May 2 meeting. All proceeds from the sale of these items (approx. \$1-\$2 per item) will go towards the Bob Girouard Scholarship Fund.

SHIP TO: (If different from address on left)

NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 PHONE NUMBER _____

NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 SIGNATURE: _____

ITEM #	DESCRIPTION (COLOR AVAILABLE: NAVY)	PRICE	SIZE	QUANTITY	AMOUNT
#C888	BALL CAP/PINWHALE CORDUROY*	\$10.00	ADJ.	_____	_____
#C777	BALL CAP/PREMIUM TWILL*	\$10.00	ADJ.	_____	_____
#052X	SHIRT/KNIT POLO	\$18.00	_____	_____	_____
#500	JACKET/PRO TWILL BUTTON/DOWN	\$52.00	_____	_____	_____
	PRINTING: 1 LINE 2 WORDS _____	\$ 5.00			
	PRINTING: 2 LINES 2 WORDS EA. _____	\$ 6.00			
	*WASHABLE _____				
TOTAL:					_____

SIZES AVAILABLE:
 SHIRTS—S, M, L, XL, XXL (50/50 POLY/COTTON) JACKETS—S, M, L, XL, XXL, XXXL, XXXXL CAPS—ADJUSTABLE

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Handwritten signature or initials

