



NEHPA COMMITTEES 1994

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MARCH 17TH, 1994 NEHPA MEETING REPORT

The membership met at Wiggins Airways on Thursday, the 17th of March. The meeting had been postponed from the 3rd as a result of a winter storm. To the best of our knowledge, everyone was informed and we thank WBZ Radio for putting out the word. Wiggins provided a meeting room as well as snacks and beverages, all of which was very much appreciated.

The meeting was called to order at 7:30 PM by Tom Grassia. The prior membership meeting's Minutes were read and approved as was the Treasurer's report. Membership renewals and reservations for the dinner dance provided more than Thirty-four hundred (\$3400.00) dollars in revenue for the year to date. After expenses for the newsletter, mailings and office supplies, the Treasurer reported a closing balance of six thousand, six hundred and ten (\$6,610.00) dollars.

A reminder was made to all that the Dinner Dance was to be held on March 26th and many additional reservations were made. It was announced that through the efforts of Vice-President Ivan Jaffe, the Association's meetings would now qualify for the FAA "Wings Program".

A vote was taken on the Association's proposed By-Laws which were passed as drafted, excepting only a small technical amendment which was offered from the floor.

Old business including Committee Reports, were received and reviewed

and discussions concerning the World Cup and Boston Marathon Flight Restrictions ensued.

Mr. Stephen Muench, acting Director of the Massachusetts Aeronautics Commission was then introduced as the evening's speaker. Mr. Muench reviewed MAC's current activities and agenda and remained for a considerable amount of time after his presentation to accept and respond to questions from the membership.

It was announced that the next meeting would be held on May 5th at a location to be announced in the Newsletter.

1994 OFFICERS & DIRECTORS

President - Tom Grassia

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1st VP - Mike Peavey

617-762-5690 x293

2nd VP - Ivan Jaffe

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Treasurer - Holly Sawyers

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Secretary - Penny Bowman

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NEHPA CORPORATE MEMBERS

Bell Helicopter Textron, Inc. • Boston City Heliport

Boston Helicopter Company • Bristol-Myers Squibb

Cheney North Corporation • City Helicopters, Inc.

Digital Equipment Corporation • Edwards & Associates, Inc.

HeliSource, Inc. • Hyde Mfg. Corp.

New Hampshire Helicopters, Inc. • Ryder Aviall, Inc.

Sherman Crane Service, Inc. • Technetics, Inc.

Textron, Inc. • Tico International • Wiggins Airways

ONE OPERATOR'S COMMENTARY
Operator's opinions are not necessarily those of the editors.

Have you tried to schedule a helicopter check ride with an FAA Aviation Safety Inspector lately? Have you tried the Bedford FSDO (fsdo of the year?) Turned away? Have you tried the Portland FSDO? (same deal?) It's a safe bet that you finally called the Bradley FSDO (smart move!) Chances are you came in contact with Tim Olmsted or Bill Wicks. Why does it appear that the Bradley FSDO has the market cornered in this regard? "Staffing problems, no medical, out of currency, not qualified," are Bedford's and Portland's response. "How can we help you out . . .?" is the Bradley response.

It's refreshing to know that within a massive bureaucracy like the FAA you can find people like Tim and Bill and all the other folks at the Bradley FSDO who are friendly, obliging, and willing to work with an operator or aviator that may have a request. On any given day you can find Tim and Bill performing pilot proficiency checks in a wide range of rotorcraft. Bill Wicks is a former Army pilot and former corporate pilot. He possesses a wealth of knowledge in helicopters and aviation in general. Tim Olmsted is an Air Force reserve pilot who flies everything from CSA transports to R22 trainers. He is qualified to perform proficiency checks in all aspects of rotary flight. It's because of their unselfish contribution and professionalism, that helicopter operators who depend on the regulatory system to conduct their business and earn a living can continue to do so. I applaud and thank the Bradley FSDO for making these two gentlemen available to the rest of New England's commercial and private helicopter operators.

WANTED: HELICOPTER INSTRUCTOR
— Ivan Jaffee —

Helicopter flight instruction is a very specialized and special line of work to be in. Crazy, fearless, death-wish, nuts, cuckoo, desperate, and dead are a few of the adjectives that have been used to describe the job that we do.

I can't understand why such an adverse

perception exists of a highly skilled pilot allowing a complete stranger and mis-coordinate to bring a dangerously, unstable machine split seconds from obliteration and then, but for the grace of the helicopter gods, snatch their flimsy lives from the jaws of annihilation. All in a calm and collected manner!

"Superpilot, Wonder-aviator", you cry in awe! No, just an act of a life-loving, relatively well-trained survivor who is a master in the art of hiding the sheer panic and dread that ties every muscle in his or her stomach in knots. The ability to persuade rivers of sweat to turn at their pores, the absolute control over facial muscles to freeze them with a calm smile, the power to suppress the loudest of screams of terror and the concentration to convince lungs and heart to continue to function normally, are only some of the finely tuned skills the instructor must learn and develop as second nature.

Of course, we do have our lighter moments, like trying to hide hysterical laughter when the student attempts to leave the helicopter with only one skid on a slope - while flying! Or when he complains to you about the lunatic, fast-talking, idiot of an Air Traffic Controller who only wants to cause an accident - with the transmit button depressed!! Or the scream of fright and loss of blood to the face of the first-time student when that first gust of wind hits and you're sure a change of clothing is in order.

Glaring over the above job description is the simple fact that we are teachers. Perhaps in the truest sense of the word, for we bring the student from the infancy of flight (actually, no flying ability), through every human emotion, to the joy and realization of helicopter pilot - the purest of controlled flying. The wonder of the first flight, the horror of the second, the elation of hovering, the fear of the first solo, the confidence of the second, the dread of the examination and the ecstasy of attaining the certificate is the roller coaster of emotions one rides. Not to mention what the student feels!

The bond developed between student and instructor grows and strengthens throughout the process with mutual

respect and often disbelief in conquering the obstacles and reaching the goals.

The instructor guides and nurtures the student with kindness and nothing short of love. Often this love is shown as stern discipline or rebuke for a low RPM horn, or gentle encouragement through a difficult period of hover autorotations. The student is rewarded with success in the machine, the instructor with a pay check. Yet, the sense of accomplishment, the "coming of age", when the final checkride is passed, fills both teacher and pupil with that one and only climactic, tingling feeling of . . . relief!

The student wishes he could remain one forever, under the warm wing of the instructor - pity it costs so much! The instructor wishes he or she could be one forever, always the mentor, revered as a demi-god - pity is pays so little.

MEDIA OPERATIONS
OR
WHAT'S ALL THAT CHATTER ON
123.05
— Mike Peavey —

You may not know it, but three major users of helicopters in New England, EMS, Law Enforcement and the Media, often find themselves sharing the same airspace over an "event". Let's call an "event" anything from a breaking news story to the Boston Marathon.

So how many helicopters are we talking about here? Well, let's take a scenario of a major traffic accident on Route 128 during the evening rush hour. What's your guess? Three, four or maybe five helicopters? How about the real potential of seven, eight or even nine aircraft sharing the same airspace!

HERE IS THE BREAK DOWN:

EMS: Probably one and depending on the number of injured, potentially two or three. Between Boston Med Flight and New England Life Flight, there are four aircraft available in the Eastern Massachusetts area at any given time.

Law Enforcement: The Massachusetts State Police Airwing generally has two aircraft based in Norwood and one in Springfield. One of these might respond for traffic control.

EUROCOPTER EC 135 FLIES

Eurocopter's light twin (the EC135) recently took its first flight. It is powered by a pair of Turbomeca 319-2B Arrius engines and has a asymmetrically bladed fenestron-style ducted fan anti-torque system which, according to Eurocopter, results in a substantially quieter footprint. The aircraft will seat eight, have a four-bladed bearingless, hingeless rotor system and a range of approximately 480 smi. Certification under FAR Part 27 is due in 1996.

HELIPORTS TEXAS STYLE

The Dallas Convention Center has just opened its elevated heliport. The rooftop landing area features a 350 foot rollway and can handle three helicopters and two tiltrotors (if and when they arrive) at the same time. Boston is just around the corner, right?

TWINRANGER FLIES

The first Bell Helicopter Model 206LT TwinRanger was delivered to Reliance Helicopters of New Delhi, India. The light twin is slightly larger than the LongRanger L-4 and similar in overall appearance. Initially conceived (by Tridair Helicopters of Costa Mesa, California) as possible to fly on a single engine (after takeoff and climb) certification is for multi-engine operation only, emergencies excluded. Tridair does twin-engine conversions on the LongRanger called the Gemini ST. The 206LT is a Bell factory built original.

ULTRA-ULTRALIGHT

The world's first ultralight helicopter, the UltraSport 254 by American Sportcopter International has a gross aircraft weight of less than 254 lbs!

FIXED WING ON 123.05

Thanks to the efforts of ATC Chirman, Jack Keenan, fixed wing traffic patrol

aircraft flying between the Needham towers and the Cambridge Reservoir should now be heard on our community frequency. Jack worked out the arrangement with Bill Pilgrim of Norwood Aviation. The fixed wing traffic will also adhere to an altitude of 1200 feet.

OLD NEWSLETTERS

The Editors would like to put together a complete set of our newsletters, starting with Vol. 1 No. 1. If you have any old ones and would be willing to give them up, please contact Tom Grassia at (508) 650-9252.

NEHPA MEETINGS NOW PART OF WINGS PROGRAM

Vice President Ivan Jaffe (Boston Helicopter Co.) has made arrangements with John Hemmes of the Boston/Bedford FSDO to grant FAA "Wings" credit for attendance at our regular meetings whenever a speaker is scheduled and the subject can be related to aviation safety and/or education and that's virtually all of our meetings. Have Ivan or Jack Keenan sign your Wings form and the credit is yours.

ATLANTIC FLYER TO CARRY NEHPA NEWS

Look for our meeting announcements in the Atlantic Flyer. Jackie Lampher has agreed to carry them and we should be thankful. They will be found in the "community notices" section.

FORMER MEMBER DIES IN AUTO ACCIDENT

Phil Glavickas, a former member of NEHPA and a commercial helicopter pilot involved at different times with the Boston Helicopter Company and Langwell Helicopters has died as a result of a motor vehicle accident in Framingham, Massachusetts. He was 40 years old and the owner of a Worcester based security company.

WORLD CUP FLIGHT RESTRICTIONS

At an April 5th meeting at the Boston/Bedford FSDO chaired by Jim Volner of the FAA, flight restrictions for the upcoming World Cup Soccer Tournament were discussed. In a nut shell, they are as follows:

During game days, there will be a TFR in effect, which will be a 1.5 NM radius to 1500 AGL of the Foxboro Stadium. The TFR will be in effect from several hours before to several hours after each day's game.

Date	Time
June 21	1230
June 23	1930
June 25	1600
June 30	1930
July 5	1300
July 9	1200

As soccer is a very internationally volatile sport, security will be at a heightened level. Access will be limited to aircraft carrying bonafide news media only. All such personnel will have pre-registered with Mr. Volner. There will be no exceptions. There will be no landings within the TFR zone.

The TFR will be listed as a NOTAM and will be on the Norwood ATIS. ATC will maintain an "Advisory" watch on 123.05 at the stadium.

A final meeting on the subject will be held at 0900 on June 7th, at the FSDO.

Television: The three major stations in Boston have aircraft capable of broadcasting live and I can assure you that a major "rush hour" accident warrants live aerial reports during the news for all three stations.

Print Media: The Boston Globe and less frequently the Herald will likely be on scene for a front page spread.

Traffic Helicopters: Last, but certainly not least on the list and probably most important to the commuters in their cars who want to avoid the accident will be "Metro One" making his day in and day out rounds.

This adds up to a minimum of seven and the potential of ten! Granted, not all will be in exactly the same place at exactly the same time, but the potential is there. It's kind of like a square dance, it looks confusing until you know what's going on. Next question, can that many aircraft work in one area SAFELY? We do it all the time, and here is a little insight on what it takes to make it work.

Notice that there are two distinct groups here. First, Public Service, i.e. EMS and Law Enforcement and secondly, the Media. It is understood that the Public Service aircraft always have airspace priority. It's incumbent that all others attempt to keep that airspace clear without being asked. Additionally, while the pilots of the media aircraft have a primary responsibility to provide separation with all participants, Public Service pilots may find it necessary to concentrate on the ground or surrounding terrain in preparation for landing or traffic control and surveillance. We help them and those on the ground by staying out of their way.

Communications:

Listen, Listen, Listen and then talk. Remember 123.05? Everyone in the group is up on 123.05, but without radio discipline, it's a real mess. We keep transmissions short, sweet and to the point. Again, EMS and Law Enforcement have the priority, when they talk . . . TV pilots will be working three frequencies, 123.05, the controlling agency if applicable and at least one FM back to the station, so they too are loading up on audio input. Also, radio transmissions while sending "Live" pictures will often cause video break-up, so when you hear someone say, "the Newscopier is going live in 15 seconds", that's a tip that they would really like to not talk until the shot's over.

Courtesy:

Be Professional, everyone needs to make a living and get the shot, so if you don't have to be over the scene, don't. We follow the age old rule of "Wat goes around, comes around!"

Safety!!!

The most important ingredient of all is safety. We listen on 123.05, announce our arrival on 123.05, advise others of our intentions on 123.05 and use all lights, (landing, taxi and position). We keep our heads out of the cockpit, fly the aircraft and let the photographers and reporters look at the scene on the ground.

Remember, this is a high profile operation, our lives and the reputation of the helicopter community is at stake.

A "HELLO" FROM JOHN ANDERSON

NEHPA former president, John Anderson, checked in recently from sunny Florida. John is traveling the country educating RV owners about weight and load limitations. Sounds a little like aviation and that's exactly right. The RV folks generally have no idea whether or not their rigs are properly loaded and John has come up with a process for providing them with the right information. He sends his greetings to his many NEHPA friends and says that while his heart is still here with us, his body prefers Florida, especially from October through April.

MAY MEETING NOTICE

The Association's May meeting will be held at the Burlington Marriott (Route 128) on Thursday, May 5th. Mr. Bill MacDonald of Sennheiser Electronics will be the Association's guest speaker. Bill will demonstrate the Sennheiser Noiseguard headset which is state of the art in active noise reduction. Bill will bring along the company's "egg" which will permit members to hear the difference between our normal headsets and the "active" ones. The "hows" and "whys" of the hearing and headsetting will be the subject matter of Bill's comments. This is a meeting not to miss. To get to the Marriott, take Route 128, Exit 33B. Once on the intersecting road, take a left at the lights and a second left at the next lights and you're there. The Marriott's number is (617) 229-6565. Social hour begins at 6:30 and the main meeting at 7:30. A shuttle service will be provided from Hanscom Field at 6:00 and 7:00 courtesy of Boston Helicopter.

You may call Boston Helicopter for details at (617) 274-1230.

HAZARD ALERT

The following notices of potential hazards or construction have been issued by the FAA.

NYNEX Antenna Tower, Nashua, NH
LAT 42-47-29.3, LON 71-31-29.2, 150
AGL, 349 MSL, Determination of No
Hazard

Commonwealth Electric Guyed Anten-
na Tower, Barnstable, MA LAT 41-41-
02, LON 70-02-55, 420 AGL, 570 MSL,
increasing height of current tower from
247 AGL.

WXTK Radio, W. Yarmouth, MA LAT
41-38-07, LON 70-14-06, 415 AGL, 425
MSL, increasing height of current tower
from 300 AGL.

Multi-Market Radio, Williamsburg, MA
LAT 42-22-30, LON 72-40-22, 350 AGL,
980 MSL, increasing height of current
tower from 231 AGL.

Massachusetts Air National Guard, Rum-
ford/Rangley, ME LAT 45-20-00, LON
70-00-00, proposal to lower current
CONDOR ONE MOA Floor from 7000
AMSL to 300 AGL for use between
sunrise and sunset, Tuesday through
Saturday. Aircraft in use will be A-10,
F-15 and F-16.

Smart SMR of NY Antenna Tower,
Beckettville, CT LAT 41-23-43.3, LON
73-29-10.4, 100 AGL, 830 MSL, Deter-
mination of No Hazard.

Silver King Communications Antenna
Tower, Sudbury, MA LAT 42-23-01.3,
LON 71-29-33.2, 1549 AGL, 1749 MSL,
increasing height of current tower 300
feet.

Eastern Energy Corporation 300 MW
Cogeneration Facility, New Bedford, MA
LAT 41-42-50, LON 70-58-07, 380 AGL,
470 MSL. New facility.

Connecticut Air National Guard, YAN-
KEE TWO MOA, Plymouth/Lancaster,
NH LAT 44-15-00, LON 72-05-00, ex-
pansion of lateral boundaries of MOA,
300 AGL to 18000 MSL, sunrise to
sunset, A-4, A-10, F-15, F-16 and CF-
18.

WSSH Radio, Antenna Tower, Andover,
MA LAT 42-39-16, LON 71-13-05, 477
AGL, 842 MSL, New Construction,
Determination of No Hazard.

Radio Tower Communications Corp.,
Antenna Tower, Paxton, MA LAT 42-
18-11, LON 71-53-50, 285 AGL, 1655
MSL, New Construction.

New England Helicopter Pilots Association
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