

123.05



NEWS

April 89

FROM THE PRESIDENT

You would almost think that we knew what we were doing! Our first newsletter went from "idea" at our November meeting to "in your mailbox" by Feb. 16th. As I'm sure you can appreciate, this was no small feat. As you already know, Elberta Hilliard performed the editing tasks, but perhaps you didn't know that Arrow Comp. did all the layout, etc., getting it "camera ready" for the printer. Thanks to Elberta and Kip, the total cost to NEPHA was less than \$60! We owe a debt of gratitude to these members who recognize that membership in an organization such as ours involves a responsibility to participate and contribute. Elberta and Kip—THANK YOU!

Our May meeting is very special, and may well be one that we look back on in later years as the beginning of a new era for vertical flight in New England. The meeting itself will be very short, but the co-events, such as the AHS Annual Forum and the Civil Tiltrotor Conference, promise to give you a new insight into our industry, and a crystal ball look into YOUR future!

John Anderson

FAA/AHS/NEHPA CIVIL TILT-ROTOR CONFERENCE

The FAA's New England Region, the American Helicopter Society and NEHPA will present "Rotorcraft Technology—A Capacity for Greatness" at the Boston Sheraton Hotel on May 22.

The free conference highlights the emergence of tilt-rotor technology, which will change the face of aviation and the businesses that support it. Dick Peasley, formerly President Reagan's helicopter pilot and now a tilt-rotor test pilot, will make a presentation on business technology. The conference will address the potential of vertical flight as a solution to America's aviation and business problems. It is open to business executives and members of the aviation community.

To obtain more information or confirm your attendance, please contact Anthony Willett (FAA) at (617) 273-7244.

VINCENT RECEIVES SAFETY AWARD

George Vincent, General Manager of New Hampshire Helicopters, and past NEHPA President, received the 1989 Dennis Rapole Safety Award during ceremonies at our April 8th dinner dance. Presented by President John Anderson, the award is given each year to a member who symbolizes the safety and professional flight principles for which our organization exists. In addition to his management and flying responsibilities at New Hampshire Helicopters, George is also a helicopter and fixed-wing pilot in the US Army Reserves.

The award is given in memory of Dennis Rapole, a member who perished in a helicopter accident several years ago, and is the highest recognition of a NEHPA member by his peers. Congratulations George!

MAY MEETING NOTICE

DATE: MAY 22, 1989

PLACE: ROOM 205, HYNES CONVENTION CENTER, BOSTON, MA

TIME: 6:00 pm

AGENDA: 6:00-6:30—Welcome to AHS Annual Forum by John Zugschwert, Executive Director, AHS
6:30-8:00

Complimentary admission to the exhibit hall and reception.

Note: The meeting will ONLY BE 1/2 HOUR, during which passes (\$155 value) will be distributed. The exhibit hall is open ONLY to registered attendees and invited guests (that's us!) of the AHS.

The AHS Annual Forum and Technology Display will include over 350 booths displaying the latest vertical flight aircraft, subsystems, and related products. This is a rare opportunity, right in our own backyard—DONT MISS IT!!!

MISSILES OVER MAINE!

You are flying at 1500 feet and a 3200 pound Tomahawk missile, being chased by two LTV A-7's passes next to you at over 400 kts! Where are you? Smack in the middle of Instrument Route 850 (IR850) in northern Maine! If you fly in Maine, be sure you know where IR850 is, and when it is active. As many as seven cruise missile flights, launched from submarines off the Maine coast, are planned each year. They may be operating as low as 500 feet, and normally will be chased by several military jets. In at least one case, a pilot who called Bangor FSS for a briefing was not informed that IR850 was active, when in fact it was!

HOW DO YOU HIDE 30 FEET OF AIRCRAFT BEHIND 5 INCHES OF PLASTIC?

Answer: When you use the windshield posts of a Bell 206, and most other helicopters!

Helicopters are known for their great outside visibility and it's comforting to sit in the cockpit and be able to see 270 degrees of horizon without the obstruction of an engine with a propeller hanging on it. It also breeds false security!! The majority of "surprises" that most helicopter pilots experience in near mid-air situations have come out from behind the windshield posts! Development of a scan that peers behind the posts constantly is critical to avoiding other aircraft! If you sit with your head in one position, regardless of your eye scan or head rotation, for more than 30 seconds, your scan needs improvement! The only way to see behind the posts is to move your head back and forth. Consider, that with a 5 inch wide obstruction 9 inches from your eyes (BH 206), the width of the obstructed area only 500 feet away is 220 feet; at 1000 feet away it's 440 feet, and at one mile, it's more than 2300 feet. That's a lot of hiding place, and another helicopter with a fuselage profile width of only 4 feet can get within 10 feet before you see it. Think about that!

P-67

Just a short while ago, when George Bush was a mere Vice President, life on the ground and in the air, in the vicinity of Kennebunkport, Maine was reasonably normal. However, since Mr. Bush was given his promotion to the #1 spot by the people of these United States, life in the Kennebunkport area has been anything but normal or predictable, on the ground or in the air. This chaotic state escalates, of course, when Mr. Bush is actually in and about his oceanside home, along the Kennebunk shore.

Being more concerned with life in the air over Kennebunkport, I decided to investigate the future of the prohibited airspace (P-67) surrounding this Presidential retreat. To keep this from becoming a short novel, I will refrain from elaborating on every contact that I spoke with, which were numerous, and only give you the final outcome.

I finally made my way through the channels and ended up speaking with a very helpful gentleman by the name of Mr. William Davis. Mr. Davis is a branch manager with the Air Traffic Operations in Washington, D.C. He started by telling me that the size of the prohibited area surrounding Mr. Bush's retreat is based on a request from the Secret Service. Currently, the area is depicted on a New York Sectional as prohibiting traffic from getting any closer to the residence than one statute mile from any direction horizontally and vertically, 1000' AGL. Mr. Davis informed me that there has been some discussion on enlarging the prohibited area on a permanent basis, but they are acting on regulation 91.104 and enacting temporary flight restrictions whenever they deem it necessary with the airspace surrounding P-67. On Mr. Bush's last two trips to Kennebunkport, they increased P-67 from 1000, and 1 mile to 2000, and 2 miles. I was told that this will probably be the case each time that he visits. However, this increase in size is not carved in stone either. Depending on situations worldwide, the flight restrictions could increase substantially.

These temporary flight restrictions are issued as NOTAMS and are usually issued 24 to 72 hours prior. I would like to emphasize the word, usually, The NOTAMS could conceivably be issued with much less notice.

It's easy to see that if you're planning a flight in the area of P-67 when the President is in town, you should not simply check for the NOTAMS enroute, but query the FSS technician about that area in particular. Also, while enroute, contact Pease or Portland approach control, as they will be advised of the most current changes to P-67.

Contributed by Kevin R. Tuttle

OUR THANKS TO

Writer Ed Bassett and the Boston Business Journal for the article, "State Wants Downtown Airport Study."

R22 Up-date

In the last few days of 1988, the FAA issued emergency AD's involving the Robinson R22. These directives were designed to prevent main rotor spindle failure. AD 88-2403 was superseded by Emergency Airworthiness Directive 88-2601 RI. The reason these AD's were issued was because of a problem which arose during routine maintenance. The mechanic was attempting to track the blades. After several tries, the blades would not maintain an even track. The A&P pulled the blades off and during an inspection of the main rotor hub and blade spindle discovered the crack in the R22 main rotor spindle. Examination of the crack indicated that it originated in a fretted contact area between the A158 spindle on the edge of the stainless steel journal. Such fretting can significantly reduce the fatigue strength of the affected metal surface.

To eliminate this problem all existing A106 journals must be replaced with redesigned A106 rev.0 journals having a rounded or shallow chamfered edge and a hard chrome surface which is less prone to cause fretting. In addition, the mating surfaces on the A158 spindles will be shot peened and polished to increase their fatigue strength and resistance to fretting. ROTORCRAFT AFFECTED: All R20 helicopters S/NOO02 through 0912 with A158-1 rev Q or prior spindles installed. TIME OF COMPLIANCE: By 71 March, 1999

Contributed by David Manning
Manning Aviation

RECOMMENDED START-UP AND SHUTDOWN TECHNIQUES

Start-up and shutdown techniques are important to engine life. Most operators are aware of the importance of temperature limits on turbine engines, but sometimes we all need to be reminded of certain cost saving techniques.

The clue to a good start-up method is to obtain the shortest possible time from pressing the start button to ground idle while staying within temperature recommendations set by the manufacturer. Once at idle, wait for the RPM to stabilize. This allows for maximum compressor discharge air pressure for fuel atomization and engine cooling. Stabilizing the turbine at idle for several minutes will also allow the engine to "heat soak," minimizing the effects of thermal shock.

When it comes to shutdown, many may not be aware of the importance of dwell time at ground idle before shutdown. The advantages of a two minute ground idle dwell time are tremendous. This cool down period will prevent the heat stored in the turbine from soaking back into the unscavenged oil. This prevents the formation of

varnish and carbon on bearings, seals and internal scavenge oil passages. The result of the carbon build-up can cause labyrinth seals to back up, the scavenge oil passages to block, causing bearing failure, high oil consumption or a catastrophic engine failure. For longer engine life, maximum performance and lower operation costs, compliance with the manufacturer's recommended start-up and ground idle dwell time is strongly recommended.

Contributed by
John H. Loney
Keystone Engine Services
West Chester, PA

CFI LISTINGS

- Linda Krkuc (w)(207) 324-0929
(h)(603) 436-0601
Robinson & Enstrom Helicopters
Cessna 172 & C152
- Benjamin Magro (207) 236-4774
Bell 47 G, G2, G5, G5A Helicopters
- Dave Manning (617) 426-6606
Robinson R22 Mariner Helicopter
- Jack McCormack (w)(207) 324-0929
(h)(207) 985-3919
Robinson & Enstrom Helicopters
Cessna 172 & C152
- Coley Mulkern (w)(207) 324-0929
(h)(207) 766-2433
Robinson Helicopters
- Marden Pride (508) 373-6793
Enstrom Helicopters
- Mike Rhodes (w)(603) 881-1494
(h)(603) 888-1725
Robinson Helicopters
Cessna & Piper Airplanes

PILOT NEEDED

Ryan Leasing Co. of Nashua is looking for a relief pilot for the months of April through October in their BH 206 III. The minimum requirements are:

- 1750 Total time
- 1200 PIC Helicopter—750 Turbine
- 50 BH 206

Send resume to: RYAN LEASING CO.
410 Amherst St.
Nashua, NH 03063
Att: Brad Pederson

(continued from last page)

A major problem will be finding enough space for the downtown vertiport. It will not only need unobstructed approaches, but may also require 750-feet of runway for the larger tiltrotors of the future.

For its initial downtown vertiport, the New York Port Authority has narrowed its focus to sites along the water on both sides of Manhattan, Lobosco said. Massport hasn't gotten that far, although Marchi said that "water sites are very popular for helicopters. They've got a lot of advantages."

At this point, the concept calls for the two suburban vertiports to be located along Route 128. All three vertiports would tie into tiltrotor operations at Logan.

91.104

"Flight restriction in the proximity of the Presidential and other parties".

Our sister organization, the Eastern Region Helicopter Council (ERHC) in New York, has brought a potential "pilot trap" to our attention. On several occasions President Reagan made trips to New York, during which NOTAMS were published, but never reached the regional pilots.

Investigation revealed that such NOTAMS are distributed on the Flight Data Center (FDC) circuit, the contents of which are normally included in FSS briefings. This has led to several incidents that could have resulted in pilot violations. The ERHC has written to the FAA Administrator, requesting action to resolve this discrepancy. Since we have a "local" President, this issue is applicable to us, and included in this issue is a report from Kevin Tuttle on P-67.

Dear NEHPA Members

As you are probably aware, Boston Heliport was finally legalized by the Boston Board of Appeal. We are now a fully certified public use Heliport. We are very grateful for the strong support given to Boston Heliport by the Association, Mass Aeronautics Commission and the local community.

We look forward to servicing the helicopter community in the days to come. We offer Jet-A refuel, and guarantee the fastest turnaround with our Hot refuel capability! Hangar and aircraft parking are also available. We are conveniently located on Fargo Street minutes from downtown.

A courtesy van is available for flight crews, and with prior arrangement we can have a taxi or limo waiting for your passengers when you arrive. Just give us an inbound call on 128.925.

So come on down, have a coffee in the lounge, and look us over. If you have any questions or require further information, please do not hesitate to call.

Many thanks and best regards,

Sincerely,
Brian MacGillivray
Heliport Manager
(617) 482-4501

NOVEMBER MEETING

David Johnson
Marketing Manager
Northeast Region for McDonnell Douglas Helicopter Company has agreed to sponsor our November meeting. Expect interesting info on the MD520N and the MDX.

NEW BOSTON HELICOPTER ROUTE CHART EFFECTIVE APRIL 6, 1989

Publication of the Boston Helicopter Route Chart, completes the planned series of helicopter charts. The series includes New York, Washington, Chicago, Los Angeles, and Boston. This series resulted from the FAA's National Airspace Review's recommendation that a standardized series of charts for helicopter use be developed for metropolitan areas with concentrated helicopter activity. Other cities may be added later as the need arises.

These charts feature helicopter routes, insets of congested areas, four classes of heliports with associated frequency and lighting capabilities, NAVAIDS, obstructions, special use airspace including a surface area tint for Terminal Control and Airport Radar Service Areas, and a tabulation of control tower data. Pictorial symbols, roads, and easily identified geographical features provide essential information necessary for navigation.

These charts may be purchased for \$2.25 each from the National Ocean Service, 6501 LaFayette Ave., Riverdale, Maryland 20737. Phone orders are accepted on 301-436-6990.

For further information or to receive a copy when printed, contact:

Allen Feldman FAA
Cartographic Standards
ATO-259 800
Independence Ave., S.W.
Washington, D.C., 20591
202-267-9302

RECENT SOLOS/LICENSES

INSTRUCTOR Jack McCormack
01/13/89 Maurice McLean R22 Pri-helo
01/20/89 Victor Loranger E28OF
Comm-helo
01/27/89 Robert Bohren R22 Solo-helo
02/28/89 Dick MacKenzie R22 Pri-helo
CONGRATULATIONS!, ed.

LANDING RESTRICTIONS

As helicopter pilots, we are subject not only to Federal Aviation Regulations but state, and a growing number of local regulations, as well. These local regulations manifest themselves in the form of city ordinances, zoning laws and/or fire regulations.

The days of the "Hey I can land my helicopter anywhere I want" are nearly over. Small communities are busy enacting ordinances and zoning rules in an attempt to exercise some measure of control over what non-aviation townsfolk perceive as a threat to their safety and security. A case in point is Exeter, N.H. which, after the town meeting in March, will probably have a helicopter ordinance on the books. With the exceptions of landing at a registered heliport or obtaining a special permit, it will be unlawful "to pickup or discharge passengers at a location where regular use is neither permitted nor anticipated". This ordinance will allow an itinerant pilot, unfamiliar with the local rule, one landing per year. Any subsequent landings will be unlawful.

This ordinance, I believe, was precipitated by a local helicopter owner who frequented a friend's yard on weekends despite protests from neighbors. The neighbors complained to town authorities who issued a cease and desist order. A court hearing was then scheduled on the legitimacy of the cease and desist order but was never heard because of an out-of-court agreement.

There are two points to be made here. First, from a practical standpoint, if you plan on landing your helicopter in an unfamiliar town or locale you might be wise to check for any local regulations on the books. Second, from a philosophical standpoint, we cannot just ignore the concerns of neighboring property owners to our operations because if we do, prohibitive helicopter regulations may result. I'm not advocating we run from a fight when necessary, but I do suggest that with a little common sense and a conciliatory attitude, more of these local regulations might be averted.

Contributed by
George Vincent

VOLLEYBALL BLAST



The sweat flowed and the muscles strained, but the winners of the hard fought battles were rewarded with glamorous and extravagant prizes. Special "THANKS" to LaRay Todd for "manufacturing" the prizes, and providing his unique talents as host of the award ceremonies. It was a spectacle to behold, and a good time was had by all!

State wants study of downtown airport

by Edward W. Bassett
SPECIAL TO THE JOURNAL

Boston-to-New York shuttle passengers may soon depart Boston from a downtown airport designed for tiltrotor aircraft, a development that could significantly ease congestion at Logan Airport.

The new tiltrotor aircraft, cruising at only 300 mph, could fly from downtown Boston to downtown Manhattan in less time than the present Pan Am and Eastern shuttle jet flights.

Massachusetts, along with seven other states, Puerto Rico and the District of Columbia, is seeking federal funds to study such a downtown airport system.

A memorandum of agreement with the Defense Department lets the FAA monitor all V22 flight test data "to do a concurrent civil and military certification," according to Ron Reber, Bell's manager of commercial tiltrotors.

A timesaver

"We figure that's going to save us about five to eight years off the civil certification process," according to Pete Peduzzi, FAA director of civil tiltrotors. Normally, the military accepts an aircraft before the civil certification process even starts.

Naturally, this helps Bell and Boeing, which

have taken the risk of a fixed-cost development contract because they believe the V22 has both a civil and a military future.

A Boeing/Bell study conducted for NASA concluded that "tiltrotors could capture one-third to two-thirds of the high-density, short-haul market," and cited the New York-Boston run as a prime example of such a market.

"The key to tiltrotor acceptance is the reduction of portal-to-portal trip time, minimizing the time and expense of ground segments of the trip and avoiding time-consuming airport/airway congestion," the study said.

Vertiports "needed"

It noted that "this requires the use of" so-called vertiports "at one or both ends of the trips" where the tiltrotors can land at downtown locations.

The FAA is in the process of making several million dollars available for state and municipal agencies to study the feasibility of such vertiports. The Port Authority of New York and New Jersey, which runs La Guardia and Kennedy airports in New York and Newark Airport in New Jersey, is leading the way. It completed its first study in 1987, awarded a follow-up study earlier this year and

expects to commission a third study by the end of this month.

According to the first study, "it is realistic to describe the potential market size as a range between approximately 5 million and 8 million passengers in the year 2000.

"One of the primary assumptions of the market analysis was that tiltrotor ridership would be exclusively a business-oriented service because the higher ticket price would eliminate discretionary travelers," the state reported.

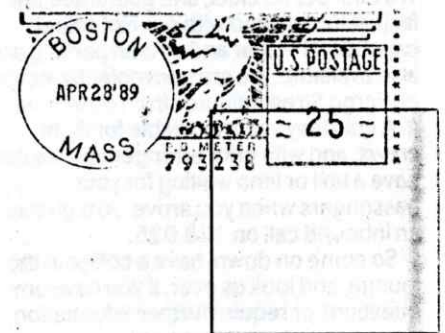
Two if by air

It also assumed the construction of several vertiports in the metropolitan New York City area "and at least another 13" in the Northeast, including two in greater Boston. Greater Boston, however, may have three vertiports, according to Richard Marchi, deputy director of aviation planning/policy at the Massachusetts Port Authority (Massport). The additional suburban vertiport would make tiltrotor commuting available to more potential passengers and would likely generate more traffic.

Massport, which "filed a preapplication for a tiltrotor study," is considering two suburban vertiports north and south of Boston and one downtown, Marchi said.

(continued on previous page)

New England Helicopter Pilots Association
P.O. Box 88
Bedford, Massachusetts 01730



Stephen B. [redacted]
75 South [redacted]
North Hampton, N.H.
03862

