

123.05



NEWS

## FROM THE PRESIDENT GOOD NEWS & BAD NEWS

I recently received our latest membership roster from our secretary, which gave me some mixed emotions.

On the positive side, we have a record 275 members, and most important, representing a cross section from pilot hopefuls, pleasure pilots, to full-time pilots. However, on the negative side, at least for me was the realization that 102 of them were either unknown to me or I couldn't put a face with the name. When we started this organization many years ago, our PRIMARY goal was to provide a forum for communication. I believe that we are accomplishing that goal, but I'm sure that we could do much better if we all knew each other. I'd like to ask each of you to make an effort, as I will, to introduce yourself to anyone you don't know, particularly your officers. I'm a little embarrassed that I don't know more of you personally, and I hope you will help me to resolve that. Sadly also, 37 of the 275 have failed to pay their dues and will be dropped from our mailing list. If that includes you, this may be the last you hear from your fellow pilots. Do you have a 1989 membership card?? If not, perhaps you forgot to pay, or we have an error in our records! If you are not certain, please contact our secretary, David Graham at MAC, 617-973-7350.

NEHPA is working hard to help make you a better informed, safer helicopter pilot!! We need you!

John Anderson

### NOVEMBER MEETING

**Be sure to mark your calendar:**

**November 2, 1989**

**Days Inn, Woburn, MA**

**6:30-7:30 Social Hour**

**7:30-Meeting**

**Agenda: David Johnson**

**McDonnell Douglas,**

**TCAS Presentation by**

**Avion Systems**

**Nomination of officers**

**for 1990**

**More!**

## 1989 NEHPA SAFETY SEMINAR

**Saturday, 16 Sept.**

**Data General Corp.**

**Executive Briefing Center**

**3400 Computer Drive**

**Westboro, MA**

**Fly-in: 0730-0815**

**Note:** Please do not arrive before 0730, and be shut down by 0815. Advance reservation for fly-in is required! Hub-Express will provide van transportation from the flight line to the seminar.

**AM Session: 0830-1200**

**Lunch break: 1200-1300**

The Data General Executive Cafeteria will be open for lunch—Good food!

**PM Session: 1300-1500**

**Fly-away: 1500**

### HUMAN FACTORS COCKPIT MANAGEMENT

This program, presented by Craig Geis of Geis-Alvarado & Assoc., Napa, CA., is designed around the essential skills identified by NASA, the FAA, and the Flight Safety Foundation. This year's event is dedicated solely to YOU, the pilot, and SAFETY! This is a unique opportunity to gain invaluable knowledge that applies directly to you in the cockpit! The largest single cause of aviation accidents is still human error!

#### Program outline

You will learn to apply the PRINCIPLES OF COCKPIT RESOURCE MANAGEMENT TO:

- Problem solving: Systematic solution of a problem in the cockpit.
- Decision making: Five decision making strategies to making sound decisions.
- Judgement: Mental processes and hazardous thought patterns in arriving at decisions affecting safe flight. Recognizing and breaking the poor judgement chain.
- Managing cockpit distractions: Identification of the factors, inside and outside the cockpit, that create distractions impacting on safe operations.
- Situational awareness: Identify the clues which indicate the loss of situational awareness and application of an appropriate strategy.
- Stress and fatigue: Prediction and modification of behavior to counteract the effects of stress, and mobilize it as a positive force.
- Workload management: Assess, prioritize, and manage tasks, leading to efficient time management.

#### ABOUT OUR SPEAKER:

Craig Geis is President of Geis-Alvarado & Associates, an aviation training and consulting firm specializing in aviation management, safety, and human factors. His extensive background includes years of service with the US Army. He is a rotary wing pilot with over 20 years experience in aviation positions. While in the Army he developed their Cockpit Resource Management Program, which is credited with contributing to a significant reduction in human factor accidents. Craig has taught at West Point, Emery-Riddle, the University of Maryland, and UCLA.

Some of our members have had an opportunity to hear Craig speak—This is what they had to say:

LaRay Todd—Digital Equipment—"Pilots prepare for aircraft emergency situations with intensive training, but pilots don't train to make good decisions. Four times as many accidents result from poor decisions as mechanical failures. Craig Geis' training is aimed at the 'seat' of most accidents—not the pants bottom, but the BRAIN! He trains the brain to think!"

Art Godjikian—Simplex—"Craig Geis' training surpasses all the safety instruction I have experienced throughout my 15 years of military and civilian flying. His presentation will enlighten all; from private operator to senior ATP."

#### IMPORTANT!

Inserted in this edition of 123.05 NEWS is a flyer, which has a tear-off portion for you to return. It is important that we know how many we will have to feed, and how many helicopters we will need to park. Please take the time RIGHT NOW to mail it. If you are bringing a helicopter, which is encouraged, the procedures on the flyer must be rigidly adhered to. Please call Data General on 123.05 for important landing instructions to avoid noise sensitive area.

If you don't have a flyer, please call John Anderson at (508)422-7876, and you will be sent one immediately.

## HELICOPTER VIDEO AVAILABLE

NEHPA has a copy of an excellent video, suitable for presentations to community groups, schools, etc. This tape, narrated by Cliff Robertson, is an excellent overview of the history of the helicopter, and its contributions to society. If you would like to borrow it, or make a copy of it, contact John Anderson at (508) 422-7876.

Did you ever find yourself flying along thinking that the air traffic controller on the frequency is being just a bit testy with everyone on the frequency? For what could be the "story behind the story" read the following article which appeared in the May 1989 issue of THE AVIATION SAFETY MONITOR. It has been reprinted in our publication with the permission of the Aviation Safety Institute in Worthington, Ohio.

## **SAFE, ORDERLY, and EXPEDITIOUS:**

### Immediate Concerns

#### From An Air Traffic Controller

Air Traffic Control (ATC) exists to assist pilots in maneuvering their aircraft so as to avoid colliding with another aircraft. No matter what else an air traffic controller does, he/she should run their operation with the greatest emphasis placed upon preventing a midair collision. After that first and most important need (SAFE) is met, the controller should then maintain an ORDERLY flow of traffic. Upon meeting these first and second priorities, a controller should then expedite traffic as much as possible (EXPEDITIOUS). SAFE, ORDERLY, and EXPEDITIOUS, these are the sound principles of which I learned an air traffic controller should apply when handling traffic.

Unfortunately, I see today's ATC getting his/her priorities somewhat screwed up, I see a total, all encompassing focus on only one aspect of safety, with a general disregard for other, even more important factors. The cause of these priorities getting misapplied is the resultant misapplication of a tool termed the Operational Error Detection Program, or the Quality Assurance Program. This tool is in place at Air Route Traffic Control Centers around the country.

The Operational Error Detection Program is a computer subroutine that measures the amount of separation between aircraft under ATC control, and if that separation becomes less than the minimum standard, it prints out an "immediate alert" at the supervisor's console. The use of less than the minimum separation is termed an "operational error." The minimum separation standard for aircraft under ATC control in the en route environment is five miles laterally, and 1,000 feet vertically (or 2,000 feet vertically when above 29,000 feet). Due to this "immediate alert" to management, we controllers have "affectionately" dubbed this error detection program the "snitch."

The "snitch" was introduced around 1983. It was quickly apparent, due to all the "immediate alerts" that were being printed, that the air traffic control force was not always using standard separation. Somehow, we had managed to maintain a SAFE, ORDERLY, and EXPEDITIOUS flow of traffic up until this time. Now we were being called into the management's office to explain why we were being "unsafe." Not only were we being called into the office, we were being

immediately decertified. We quickly learned that our careers were in jeopardy if the "snitch" caught us. Most controllers adapted to this rather critical and constant watchdog within the ARTCC's computer. To this day, if an air traffic controller slightly miscalculates an assigned heading, and it results in 4.9 miles separation as opposed to 5.0 miles (without the required vertical separation), decertification takes place. It is a traumatic experience to be immediately decertified and consequently labeled "unsafe."

While the "snitch" may have possibly resulted in some improvements in ATC, as of late, I see us losing sight of our main objective—the SAFE movement of air traffic.

I recently overheard a controller use a term that had been strictly reserved for occasions when there was an imminent danger that aircraft would collide. The term used was the word "immediately." I had always understood that when a pilot hears a phrase such as "descend immediately..."; he will understand that he is in unquestionable danger of colliding with another aircraft if he does not begin a descent at that very moment. A pilot taking such action will likely not take the time to advise the passengers to "fasten their seat belts," as the pilot's main concern will be to avoid the imminent collision and the resultant great loss of life. Passengers could be injured during such an abrupt avoidance maneuver.

Most controllers understand to never use the term "immediately" in a casual manner. Unfortunately, due to the serious manner in which controllers are being treated for even a slight loss of minimum separation, the term "immediately" is beginning to creep into usage in an effort to avoid an operational error. Management, under pressure to keep operational errors down, has even endorsed the use of the word "immediately" to prevent the loss of minimum separation. It is my concern that more controllers may indiscriminately begin to use that term, and the importance of such a critical understanding of the term "immediately" will be lost among the pilot and controller community. It is also my concern that a controller, while being so uptight about maintaining minimum separation between two aircraft under ATC control, will develop priorities such that the quality of his other services, such as issuing traffic alerts concerning aircraft not under ATC control, will diminish.

A misguided use of the "snitch" should not be allowed to steer us away from our main objective—the SAFE movement of aircraft. The use of the term "immediately" should only be used when expeditious compliance is required to avoid an imminent situation. We must keep in mind that a small miscalculation that results in somewhat less than standard separation should not be considered an imminent situation. Reserve "immediately" to save lives, not careers.

Those are my "immediate" concerns.  
Name Withheld By Request

Jack Keenan

## **TCAS UPDATE**

As most of you have probably been reading in the trade press, the only manufacturer who is seriously developing a TCAS unit that will give you range and bearing information on threat aircraft, at a reasonable weight and cost, is Avion Systems. Since we lost Bob Girouard in a tragic mid-air, NEHPA has been the TCAS flagwaver for the helicopter industry, and we are seeing slow but definite progress. I visited Avion's facility in Leesburg, VA on June 27th, and was pleased with what I saw and heard. The prototype unit is currently flying in a Cessna 172, and will soon be moved to an Aztec to get better performance. We can expect to see one in New England around year-end, when one of the first demonstration units is installed in "Data General One". All of you will be invited to fly with me to see it work first hand. Also note that Avion is one of our speakers at our Nov. meeting.

John Anderson

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## **CAMBRIDGEPORT ALERT!**

After several months of relative tranquility, the Cambridgeport residents are once again becoming active in their opposition to helicopter overflights of their neighborhood. It took a considerable amount of effort and goodwill lobbying for us to reach a mutually acceptable agreement with them, but it appears that a few pilots are bent on ruining things for all of us. If we don't treat these situations seriously and fly neighborly, our future is in serious jeopardy.

The main problem seems to be those aircraft that are making the transition between the Turnpike route and the Fresh Pond route. Please do not cut the corner when making that turn, and if anything, swing it wide to the South side of the Charles River. In any case, DO NOT overfly the Cambridgeport area! If you are not sure where it is, please call me! The residents know where the routes are, have binoculars, are taking numbers, and THEY KNOW WHO TO CALL! Fortunately, because of our relationship, they call us first, but if we don't respond, the FAA and MAC will be next. Please consider this a serious matter, and if you see someone deviating from the route, extend them some friendly education.

John Anderson

**SATURDAY  
16 SEPTEMBER 1989  
DATA GENERAL CORPORATION  
Executive Briefing Center  
3400 Computer Drive Westboro MA**

# 1989 NEHIPA SAFETY SEMINAR

Fly In :0730-0815 Please do not arrive before 0730 and be shut down/secured by 0815.

Lat: 42-17.4N Long: 071-34.6W

**Contact Data General on 123.05 5 miles out for landing/parking instructions,**  
be alert, light poles in approach & parking area.

Driving: Route 495 to Route 9 west, take 1st exit (Computer Drive), right turn at end of ramp,  
2nd left into Data General Executive Briefing Center- 3400 Computer Drive  
Please be there no later than 0815 to get security badges and coffee/danish, etc.

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Please return no later than August 30th

Name \_\_\_\_\_

Guests \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Bringing a Helicopter? Yes\_\_\_ No\_\_\_

Make/Model \_\_\_\_\_

Radio call \_\_\_\_\_

Telephone No. \_\_\_\_\_

Mailing address on reverse side in News Letter  
John Anderson  
3 Beaman Road  
Sterling MA 01565

## BODY LIMIT LINE?

As a pilot, we all know and respect the limitation markings on our instruments. We know that exceeding the limits may not cause a problem today, but the cumulative effect certainly means trouble in the future.

But, do we know where our body limit lines are? I'm beginning to learn something about this, and I thought that sharing it with you might be helpful.

Over the last year, I have developed substantial discomfort in my neck and back, to the point where I was beginning to consider it career threatening. In true pilot style, I dismissed it as just another ache, at least until recently, and now my quest for a solution has been very educational.

The diagnosis: Cervical spandylosis (pain in the neck).

The cause: Over 33 years of sitting in a helicopter, slumped over the controls, shaking and vibrating, and constantly moving my head to look for traffic.

The effect: Strained and deteriorated vertebrae and muscles.

The result: PAIN!!

When you consider that our 12 pound head was designed to sit vertically over our shoulders, it quickly becomes obvious what the problem is going to be when we lean forward: Something has to counteract the gravity and vibration that is trying to put our head in our lap, and you guessed it: Our neck and back!

We operate with our necks in the "yellow" most of the time, and when we lean forward: RED LINE! Fortunately I have found an excellent physical therapist that is making repairs, but it's not as easy as changing an overstressed component on a helicopter. It looks like I am destined to spend the rest of my life doing neck exercises, but it's working!!

So, recommendation:

1. Sit up straight.
2. Be sure you have excellent lumbar support in your seat. I've never seen a production seat that has, so you had best bring your own, or as I did in Data General One, have the back cushion customized.
3. Sit up straight!!

John Anderson

## PRISON OVERFLIGHTS

At a recent meeting with the New Hampshire Aeronautics Commission, Joe Brigham was faced with complaints from the State Prison officials regarding low flying helicopters. Since the escape attempt in Florida, and other similar incidents, there has been talk about "trigger happy" guards when helicopters fly low near the prisons. Joe suggests that we keep at least 1/2 mile away and at reasonable altitudes, so that guards do not perceive that we are a threat to the security of the prison.

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**RESERVE THESE DATES, THEY ARE IMPORTANT TO ALL WHO FLY HELICOPTER**  
**1989 NEHPA Safety Seminar Sep., 16th Nov., 2nd NEHPA Meeting FAA Safety Seminar Oct., 14th**

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## HELIPROPS SEMINAR

Thanks to a tremendous amount of work (and expense) on the part of Bob Satter, Joe Brigham, and others behind the scene, Bell Helicopters HELIPROPS program came to New England on the weekend of July 15/16. HELIPROPS program manager, David Boyd, made his debut in the beautiful Mount Washington Hotel, to an audience of 26 enthusiastic participants who flew in from all over our region. When the sun rose on Sunday morning, and the windshields of 11 helicopters glistened in the morning dew, you could only feel proud of our fellow pilots who made the weekend another success for SAFETY.

It was especially rewarding to have our Regional FAA Administrator, Arlene Feldman in attendance, and our old friend Bob Sullivan and his wife Barbara, disguised as consultants from Sullivan Associates, put the significance of the event in perspective. Congratulations to all involved—WELL DONE!!!



## FAA HELICOPTER SAFETY SEMINAR

**Saturday October 14th  
at AMR Coombs Hanger  
Bradley International Airport  
1:00-4:30pm**

**Subject: Conducting safe  
Helicopter operations within  
the constraints of the New  
England air space system  
I.F.R. & V.F.R.**

**Forum of users with Air Traffic  
Control participation to deal  
with the most effective means  
of conducting safe Helicopter  
operations.**

**Contact Bob Martens, Bradley  
FSO. 203 654-1000, with your  
suggestions.**

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

