

# 123.05



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# NEWS

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## FALL MEMBERSHIP MEETING

The Association's Autumn Meeting will be held at 7:00 PM, Thursday, September 7th at Joe Brigham, Inc., 720 Clough Mill Road, Pembroke, New Hampshire 03275. Joe's facility is immediately adjacent to the Concord Airport. For those of you who wish to fly in, permission must be gained from Joe at (603) 225-3134. Those traveling from Southern New England can take the NEHPA motor coach which will depart from Tom Grassia's office, 5 Commonwealth Road, Natick, (Route 30), Massachusetts at 5:30 PM. Our outing will include a barbecue cookout and safety speaker. Please help us plan by making a reservation either with Art Godjikian at (603) 878-2757 or Tom Grassia at (508) 650-9252. Let us know whether you'll be flying, driving or taking our bus.

## SAFETY SEMINAR PLANNED

The Association's Annual Safety Seminar has been scheduled for Thursday evening, January 4th. Details of the event will be published in the Fall Newsletter.

## PAYING ATTENTION?

Recent statistics suggest that a great many general aviation accidents occur as a result of a pilot's abandonment of his or her primary task, that being, *flying their aircraft*. "Buzzing their house", looking for marijuana, sharing the sights with the passenger-tourists and chasing the moose are all fact patterns which immediately preceded a crash. Let's keep our heads up and our eyes alternating between the sky and the instruments.

## SUMMER RAIN

With summer comes the occasional heavy downpour. Lift capacity can be seriously diminished and drag quickly increased by such an event and not all air foils behave in the same manner under such conditions. Avoiding heavy rain makes sense especially while landing or taking off and be prepared for increases in descent rate and decreases in air speed. Finally, avoid high angles of attack and rapid climb rates which can cause a deterioration of air speed. Thunderstorms are, of course, to be avoided absolutely and altogether. The odds of surviving a thunderstorm related accident are only three in ten.

## NEHPA CORPORATE MEMBERS

Aetna/Cigna Flight Operations • Altair • Arizona Rotorcraft, Inc.  
Bell Helicopter Textron, Inc. • Boston Helicopter Company • Boston Heliport, Inc.  
Bristol-Myers Squibb • Cheney North Corporation • City Helicopters, Inc.  
Digital Equipment Corporation • Edwards & Associates, Inc. • HeliSource, Inc.  
Hyde Mfg. Corp. • Marsh & McLennan, Inc. • New Hampshire Helicopters, Inc.  
Ryder Aviall, Inc. • Sherman Crane Service, Inc. • Technetics, Inc.  
Tyco International • Ursin Air • Wiggins Airways



## BEING HUNGRY-BEING SMART

Virtually all of the officers of NEHPA receive the occasional call concerning helicopter operations. They vary from inquiries about the availability of aircraft from those enjoying them and/or interested in using them, to complaints regarding altitude and especially noise. Occasionally, a caller will describe an event which leaves the listener more than a little concerned. As New England's aviation community has shrunk, the remaining players have been pressed harder and harder to maintain their operations. Today's operations are subject to tighter and tighter margins and "estimates" sometimes chase business rather than professional responsibility. We are in a safety-critical industry and no one should take their eyes off of that fact. Quotes for services are often surprisingly if not questionably low and the services offered sometimes raise questions concerning an owner's or operator's understanding of what helicopters can or should be doing. A recent story surfaced involving an over water flight in which one or more passenger carrying aircraft proceeded to the islands without the benefit of floats. When these things happen, our industry suffers and our riding public, co-workers and friends are placed at a considerable risk.

It is okay to be hungry, most businesses perform well under those circumstances. Being smart is more important. Apparently, the two are not always in the mix, but they had better be.

## INSURANCE UPDATE

At a recent HAI Symposium, the present status of the helicopter insurance industry was reviewed. The insurance industry is coping with a relatively small customer base (helicopters) and has found court awarded damages completely unpredictable. Their response has been to significantly raise premiums. While reciprocating helicopters are being assessed at the highest rates, turbine equipped aircraft are experiencing increases from sixty to two hundred percent. Underwriters willing to participate in helicopter operations are declining. Helicopter insurance risks are distributed over all other policy areas (automobiles, boats, aviation, production, etc.) The HAI report indicated that if the helicopter industry was written as a stand alone product, the expense of the insurance would prohibit its purchase.

## AUSTRALIAN STATISTICS

The Helicopter Association of Australia has three hundred (300) members, twenty-six (26) of which are corporate. Membership operates seven hundred (700) helicopters, two hundred and ninety (290) of which are R22s. The Association reports five (5) noise complaints in 1994!

## NEW YORK

Studies are being conducted regarding GPS IFR operations at the Wall Street Heliport.

## NEWSLETTER EXCHANGE

If you are a helicopter related association and are receiving our Newsletter, we would very much like to receive yours in exchange. NEHPA is committed to supporting and enhancing our industry and is pleased to share information with you.

## LOGAN 2000

Boston's Logan International Airport has officially begun its Logan 2000 Construction Project which will include the joining of Terminals D and E and the building of a new West Garage which will be located immediately adjacent to the Central Garage. Air passenger volume at Logan has increased during the past ten (10) years by more than 3.5 million, however, weekday traffic volumes have remained consistent at eighty-four thousand (84,000) vehicles per day. This is expected to markedly rise within the next four to five years. The projected increase is thirty-five (35%) percent. A 1975 parking freeze limits the total number of on-airport commercial and employee parking spaces to nineteen thousand, three hundred fifteen (19,315). The new West Garage will be a five thousand, seven hundred (5,700) parking space unit constructed in seven (7) stories. This explains, in part, Logan's focus on alternate access transportation such as the Logan Express. Under the Logan 2000 Program, a monorail will be added to the airport which will move people from the MBTA Blue Line to the terminals. It will also connect with the parking garages. After the construction of the monorail (to be known as the "People Mover"), MASSPORT will discontinue its internal shuttlebus service. Stationary walkways between terminals and the garages will also be constructed.

MASSPORT officials have acknowledged the need for a permanent, first-class heliport facility and discussions regarding its placement are continuing between MASSPORT and representatives of the business and helicopter communities.

## AS365 GAINS CAT II ILS APPROVAL

American Eurocopter's Dauphin has been approved for category II ILS operation using the SFIM Industries Autopilot. The approval was obtained with a 3 Axis System. Category II approaches produce decision points one hundred (100) feet from a landing zone.

## NEW HAZARDS

Antennae Tower 685 MSL; 4.4. nautical miles SW of the Beverly Airport [42 31' 57" N - 70 59' 09" W].

Antennae Tower 348 MSL, 3.2 nautical miles W of Nantucket Airport [41 15' 03" N - 70 07' 49" W].

Cable Stay Bridge 333 MSL, 2.5 nautical miles West of Boston Logan International [42 22' 04.6" N - 71 03' 44.4" W].

Antennae Tower 406 MSL, 3.54 nautical miles ENE of Taunton Municipal Airport [41 53' 35" N - 70 56' 30" W].

Antennae Tower 2349 MSL, 1.72 nautical miles NE of Robertson Field, Farmington, Connecticut [41 42' 14.20" N - 72 49' 51.93" W].

Antennae Tower 299 MSL, 3500 Feet East of South Weymouth Naval Air Station [42 09' 47" N - 70 54' 58" W].

Antennae Tower 753 MSL, 3.2 nautical miles N of Plymouth Airport [41 57' 44" N - 70 42' 57" W].

Antennae Tower 1649 MSL, 2.5 nautical miles NE of Marlboro Airport [42 23' 01" N - 71 29' 33" W].

Hazards may be proposed or replacement structures.



### **BOSTON CITY HELIPAD**

The proposed location for Boston's Megaplex/Sports Stadium might displace Boston's City Heliport. Discussions have already begun with the aim of integrating the Heliport with any new facility. Stay tuned, however, as these projects involve politics . . .

### **BEACON HILL NOISE?**

Logan Tower reports a number of noise complaints from a Beacon Hill resident. Assertions regarding low flying aircraft directly over the "Hill", constant circling of the Esplanade and traffic to and from the MGH pad have all been part of the mix. NEHPA officers are at work on the problem which may be more one of perception than fact.

### **HOUSTON 42 - BOSTON 4**

If you count Logan's phantom/moving/temporary helipad, Boston has four (4) active helipads. According to information gleaned from the helicopter operators of Texas Newsletter, the greater Houston area has forty-two (42). Your officers are working on this discrepancy . . .

### **SURPLUS HUEYS**

The United States Army is planning to auction as many as five hundred (500) UH-1 Hs in 1996. Now is your chance.

### **OLYMPIC UPDATE**

Thirteen (13) heliports and fifty (50) helicopters are part of a transport plan to be used during the 1996 Olympics in Atlanta. Bell 412s and Eurocopter Super Pumas are in line as the scheduled aircraft.

### **IMAGE AND SAFETY**

A recent article in the Michigan Helicopter Association news, penned by President Bud Uren, commented upon the public's enhanced concern with helicopter safety which has been fueled by high visibility incidents during the past year. Bud noted that in addition to his Association, helicopter operators throughout his State should take a leadership role in providing a positive image of helicopters and helicopter operations. He's correct. All of us in the industry should utilize our special circumstances as pilots, operators and instructors to enhance the public's perception. We are, by and large, a professional and safe industry. We endorse "fly neighborly" protocols and render services which are of an enormous benefit both to business and the public at large. Let's make a difference and help counter the negatives.

### **LONDON HELIPORT**

Plans for a second heliport in London, England have been enthusiastically welcomed. Citing the importance for the economic benefit of the City and its surrounding region. London planners have determined the need for a new heliport as "urgent".

### **WHAT'S A "HUMS"**

Put together a series of optical trackers, velocimeters, triaxial accelerometers, magnetic pickups, photocells, temperature gauges and vibration sensors and you have a "HUMS" or Health and Usage Monitoring System. HUM systems promise

genuine on-condition maintenance for costly and critical components. The assumption is that the systems are good enough to assess conditions accurately. Like "fly-by wire" technology, operators and pilots worry about removing the comforting simplicity of component service life-tracking routines and direct linkage systems. The more sophisticated the product, the less "hands on" and "feel" approaches to aircraft health are likely to be used.

Despite the concerns, a number of manufacturers are developing these systems for light singles and twins. They are currently in place in many of the larger helicopters.

### **NEW SCHWEIZER DISTRIBUTOR**

B & A Helicopter Services and Training of Carver, Massachusetts is a new distributor of Schweizer Helicopters.

### **MANUFACTURERS' UPDATE**

The Paris Air Show saw a Eurocopter AStar with an eight hundred fifty-eight (858) - shp Turbomecha Arriel 2 engine which is an increase of one hundred and twenty-four (124) shp over the standard AStar Arriel 1D1; an Augusta A119 Koala, an eight (8) seat single-engine (turbomecha) skidded helicopter; and an announcement from Sikorsky that it will build its nineteen (19) passenger S-92. Kaman Aerospace reached agreements that will place seven (7) of its K-Max helicopters into service, one in Bolivia, five (5) in Japan and one (1) in Canada.

### **FYI**

Iran has just announced that it will no longer honor any permit requests for "N" registered aircraft.

Speaking of Iran, Teheran Police helicopters have been criss-crossing the capital city at roof top levels in search of the roughly two hundred thousand (200,000) illegal satellite dishes said to be in operation throughout the City. Iranian fans of foreign television risk significant punishment in addition to the confiscation of their satellite dishes. Many are converting to the more easily concealable eighteen to twenty-four inch mini dishes.

### **AIRSPACE REVISIONS**

In June of 1994, a FAA rule became effective which changed certain of the region's Class D and Class E airspace in order to conform it to the national requirements for terminal instrument procedures. In response to the rule making, the NEHPA Board, acting through its President, rendered a comment to the FAA concerning lateral increases to certain Class D airspace which resulted from the Rule. As a consequence of his and other similar comments, a new Notice of Proposed Rule Making to reduce certain of these lateral Class D boundaries is anticipated. These would involve Danbury Connecticut, Bedford, Beverly and Norwood Massachusetts and Lebanon and Nashua New Hampshire.

### **HELIPORT GPS**

GPS based non-precision approaches to heliports will soon be available to anyone who wants one according to Richard Weiss, director of FAA's General Aviation and Vertical Flight Technology Program Office. Costs are estimated at plus or minus twenty thousand (\$20,000.00) dollars to survey and determine the exact location and approval time should be a "day or two".



## ARTHUR YOUNG DIES

Arthur Young, the father of the Bell 47, died at age eighty-nine (89) in Berkeley, California. Mr. Young was born in Paris and began to work on his helicopter design in 1924. Seventeen years later he and his ideas joined the Bell Aircraft Company. Mr. Young was also the inventor of the plexiglass cockpit bubble.

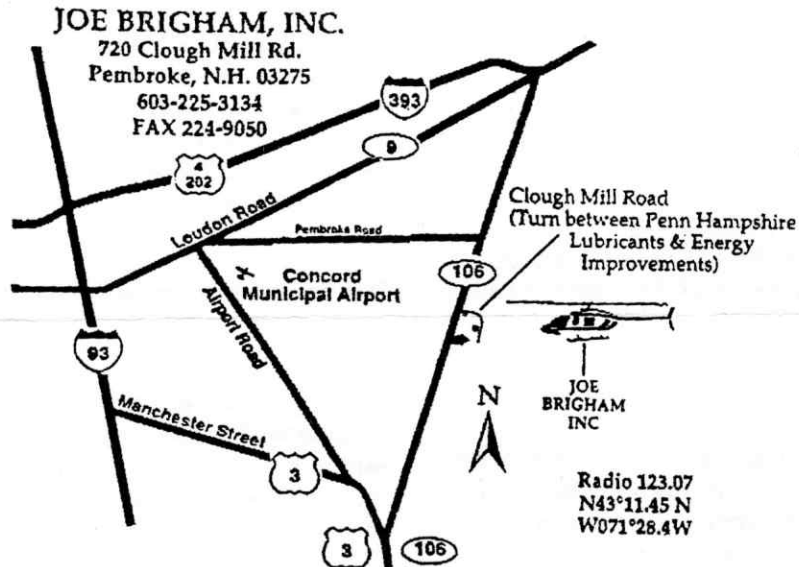
## AVOIDANCE REQUESTED

Approximately a one (1') square mile bordered on the south by Route 110 and on the west by Route 495 (south of Forge Pond) in the Littleton/Westford area is the subject matter of an environmental assessment. The area, known as "Scratch Flat" has been the subject of several books which give an account of the natural and human history of the tract over a fifteen thousand (15,000) year period. Sound recordings are presently being made and we have been asked to avoid over flying the area if at all possible.

SEPTEMBER 7TH MEMBERSHIP MEETING

DIRECTIONS

TO JOE BRIGHAM, INC.



## HELIPORT RULES

1. Insurance Certificate must be on file, with a waiver of subrogation naming Joe Brigham, Inc. as additionally insured.
2. Daylight operations are permitted without written authorization. Night Operations require written authorization.
3. Make all approaches so as to avoid houses and keep noise to a minimum. Preferred approach is from the north. Departure to the north.
4. Make all approaches to the crushed stone rectangle pad located at north end of hangar and park there or on the grass adjacent thereto.
5. Prior arrangements can be made for fuel at pads 1 through 3 located on main ramp in rear of hangar.
6. Student activity prohibited.

**FLY SAFE**



### **ROTORWAY HELO NEWS**

Rotorway International which recently sold twenty (20) of its Exec 162 piston powered 2-place helicopter kits to the Mexico City Police Department has also announced a financing package for new buyers of their aircraft. Up to ninety (90%) percent of the Exec 162's selling price (\$59,850.00) can be financed for up to twenty (20) years at prime plus three points. Direct operating costs of the aircraft are estimated at thirty (\$30.00) dollars per hour.

### **SAFETY EXCELLENCE**

Metre Life Flight of Cleveland, Ohio which operates four S-76s for a 65-hospital network in five (5) States and Canada, passed the twenty-five thousand (25,000) accident free mission plateau on May 12th of this year. NEHPA sends its congratulations. The achievement is both remarkable and admirable.

### **SIKORSKY 76 NUMBERS**

There are fifty-two (52) corporate S-76 operations in existence in the United States. Eighteen (18) of them are in metro New York. While commuter operations to Boston and Washington are a part of the New York City S-76 scene, almost all trips are "minute-savers" running between City locations as well as the region's airports and corporate sites in Peterboro, Morristown, Hampton Beach and Long Island.

### **FAA INDEX**

The FAA has published a quarterly index of administration decisions and orders in civil penalty cases by order number and subject matter.

### **CALENDAR**

- Aug. 30 - European Rotorcraft Forum, St. Petersburg, Russia
- Sept. 7 - NEHPA Membership Meeting, 7:00 PM, Joe Brigham, Inc., Pembroke, NH
- Sept. 9 - Helitech 95, Redhill, England
- Sept. 18 - International Police Aviation Conference, W. Sussex, UK
- Oct. 19 - AOPA Annual Meeting, Atlantic City, NJ
- Nov. 2 - NEHPA Membership Meeting 6:30 PM, Burlington Marriott, Burlington, MA
- Jan. 1 - Part 135 10 Employee or Less Alcohol Regs are activated
- Jan. 4 - NEHPA Annual Safety Seminar

### **FOXBORO STADIUM UPDATE**

Operators with a flight request to Foxboro Stadium should contact NEHPA President Tom Grassia for information. Operations to and from Foxboro Stadium may be permitted under certain circumstances which will be reviewed on a case by case basis. As a part of the application process, Tom has agreed to act as an intermediary between the Stadium, Town and operators.

### **MAY MEMBERSHIP MEETING NOTES**

NEHPA's May membership meeting was held at the Officers Club at Hanscom Air Force Base. Our thanks to Ivan Jaffe, Anne Umphry and Cami Morrison for help in putting the meeting together. The turnout for the meeting was lower than expected and it was discovered that a Helicopter CFI Refresher Course was being held "down the driveway" at the NCO Club! Members and guests at the membership meeting were quite certain that they were having the better of the evening.

The meeting was opened and members and guests were welcomed by President Tom Grassia. Tom indicated that renewal notices were in the mail but those who were in attendance could renew with Penny Bowman or Anne Umphry. The Secretary's report and Treasurer's report were waived as it was anticipated that the program would be lengthy.

The President indicated that discussions concerning the new Boston Convention Center including a helipad were continuing; that maintenance and repairs had been completed at the Nashua Street Helipad; that Boston City Heliport was currently offering low lead aviation fuel at one dollar twenty-five cents (\$1.25) and that landing fees for those coming in for fuel would be waived. The President also mentioned that some telephone poles had been installed approximately 300 yards southwest of the heliport and extended approximately thirty (30') feet from the ground. Wires have been strung between the poles and are marked with warning balls. Lights will ultimately be affixed to the poles to illuminate a construction storage area. These lights will make the helipad area more visible from a distance. It was not anticipated that the structures would interfere with landing and departure patterns but the Membership was forewarned nevertheless; the President also indicated that discussions with Sullivan Stadium and the Town of Foxboro had been reopened in the hope that the Sullivan Stadium helipad could be re-established.

It was announced that Ivan Jaffe and his wife Loren were enjoying their new bay girl Layla and that everyone was doing well.

Bill Carroll of American Eurocopter who had graciously helped underwrite the meeting, gave a slide and narrative overview of the American Eurocopter Company. Bill received a number of questions after his talk and the President and the Membership expressed their sincere gratitude for his contribution to the meeting.

Commander Hugh O'Doherty then introduced a video of the J-Hawk incident in Plymouth which included an interview of the pilot. The video and Hugh's comments both generated a considerable amount of thought and discussion concerning the importance of having standard phraseology and remaining calm and concentrated under seriously challenging circumstances. The cause of the blade delamination had not been determined at the time of the presentation. Commander O'Doherty was thanked for his contribution to the meeting as was Art Davis who once again "dragged" the Region's video projector in for the evening.

The educational portion of the meeting was followed by a spirited comedy routine by Juston McKinney. Juston appeared by arrangement of the Comedy Connection and while giving a serious ribbing to helicopter pilots, lawyers, the FAA and a few others, was warmly and appreciatively received. Juston's other appearances have included the Improv, the Comedy Hour and MTV.