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NEWS

FROM THE PRESIDENT

1990: It's Been Quite a Year

Looking back on NEHPA's 1990, it certainly seems we have taken a giant stride toward becoming a more pro-active organization, one of this year's major objectives. In short, rather than just reacting to our usual quota of "brush fires" and dealing with problems after they've festered, we've begun to construct the foundation of a mechanism that will be alert to such problematic situations before they occur, allowing us to help devise a way to avoid the problem altogether.

Sure, the usual "fire fights" we have with the Mass. Aeronautics Commission over landing regulations seem to have been politically stalled forever, but it's a relief to know that, to the extent that we've participated in that whole process, we've been able to effectively prevent the implementation of a set of rules designed to politically placate a few small local interests. However, this is not enough. We intend to continue to work with MAC until we come up with an agreeable set of regulations.

On the positive side, NEHPA worked hand in hand with the FAA in avoiding some major problems with helicopter routing in and out of Logan Airport. This is the kind of pro-active problem solving we should all be proud of.

In addition, NEHPA is now represented on the HAI Legislative Committee by one of our members, Art Godjikian. Art is our lightning rod for detecting legislative problems on a national level, or in other locations that could affect us. He will be working with the committee to share some of our problem solving techniques here in Massachusetts.

Our new Activities Committee has taken its public relations show "on the road" and is particularly concentrating on areas where public education about helicopters is needed the most. As you may guess, these areas are generally ones from which we've had noise complaints. This committee is out there trying to educate the people in these areas before the complaints start.

In addition to the above, NEHPA has also created a new corporate membership for 1991. Having the corporations that own and operate the helicopters we fly join us in a single voice under the NEHPA umbrella is, in itself, a tool to be used for more effective

JANUARY MEETING

Be sure to mark your calendar:

January 3, 1991
Westford Regency Inn
Westford, MA
6:30-7:30 Social Hour
7:30-Meeting

Agenda—Chief James P. Lonergan and Assistant Chief Robert J. Donahue of the Massport Fire Department will give a slide presentation and discussion on aircraft rescue procedures at Logan Airport. The presentation will also include some of the Do's and Don'ts for all pilots faced with an aircraft emergency, no matter where they fly or what kind of aircraft they fly. The presentation will be followed by a question and answer period.

This will be the Association's Annual Meeting for 1991 and in addition to regular association business we will conduct the Election of Officers for 1991.

Don't forget our 1991 meetings will be held at the Westford Regency Inn in Westford, MA.

problem avoidance and problem solving. Having an established membership line of communication to operators and pilots is, in our view, a must.

So, by and large, despite the lousy economy, it has been a good year for NEHPA to grow a little more. However, don't think that we're done. An organization like ours will only continue to be effective and grow if we are all willing to participate in improving our own situation. If you haven't been a participant in any kind of NEHPA activity, either as a committee member or volunteer, I urge you to do so because there is much that goes on in and around NEHPA that you will not see at just our membership meetings. The door is always open for those who wish to help and participate, so if you have a special interest or skill that you would like to utilize on behalf of NEHPA, don't keep it a secret.

The officers of NEHPA take this opportunity to wish all of you and your families a safe and pleasant holiday season!

John P. Burke, President

Don't Believe the Rumors

Somehow, the word started getting around (at least on scratch paper) at our November meeting that the Nashua Street Heliport is closed. However, nothing could be farther from the truth. The heliport (MA-89) is basically open on a first-come, first-serve basis, once a use-agreement has been signed between the user and the Massachusetts Aeronautics Commission. A night check-out is also required if such use is additionally desired.

The hours of operation remain 7:00am to 10:00pm, except for E.M.S. use. The facility is used quite heavily by the business/medical community and therefore, pure recreational and training flights are openly discouraged. Should you be interested in using the heliport, and possess a minimum of 200 rotary-wing hours, contact M.A.C. at (617) 973-7350 to get the process started. It is quick and easy.

Contributed by member
David Graham

Community Update

Manning Helicopters welcomes David Linares, CFI to its Flight Training operation at its Norwood Airport location. David joins Brendan Brides in providing professional flight instruction. Both instructors are graduates of Manning Helicopters.

In addition to providing flight instruction, Manning Helicopters has just become the Metro-Boston Robinson Helicopter Dealer once held by Wickson Helicopters. One unique aspect of Manning Helicopters is a choice of two locations, Boston Heliport and Norwood Airport. This provides our students with an opportunity to become proficient with TCA helicopter routes and communications.

Manning Helicopters is also a Robinson Service Center with hangar space available at both locations.

With the arrival of a new Robinson R22 Beta in December, three helicopters will be available for Part 135, Flight Instruction, Rentals, Photography and Sightseeing.

Scheduling can be arranged by calling Carole or Grayce at (617) 769-6757 Tuesday through Sunday 8am to 4pm.

Tip O' the Hat

To start things off, let's give a big "Tip O' the Hat" to a man who helped us get off to a great start at our November meeting. Brian MacGillivray of City Heliport picked up the tab for all attendees first drink of the night. Cheers Brian!

Next up, applause is due for the members of the new Activities Committee. Barry Birmingham, Art Godjikian, Chris Harrington, Michael Rhodes, John Scanlon and LaRay Todd have been doing an excellent job promoting the helicopter industry to the general public. I'm sure their names will continue to show up in this column in the future.

The safety seminar was another success due to co-chairmen David Manning and Art Godjikian, and members George Vincent and David Graham. Also thanks to Bob Braceland for assisting in parking the helicopters that flew in. Because of the countless members who pitched in, and the Westford Regency staff for accommodating our every last-minute need, the seminar went off without a hitch.

Bill Brodergard of Ryan International deserves a pat on the back too. His presentation of TCAD at the November meeting was informative and fun. Bill fielded a lot of questions and was a big help to interested members.

Finally, I would like to thank all the 1990 officers and committee members, and all of you who have contributed to the newsletter for another great year.

HAPPY HOLIDAYS!
Thanks to all! Ed.

Dues

Dues are due—as you all know, it's time again to renew your NEHPA membership. Everyone should have received his/her dues notice in the mail by now. As we mentioned before, it's a great help to our secretary Dave Graham, if you will promptly return your renewal with your dues. Don't forget, these revenues pay for all of the NEHPA meetings and activities that are so important to the Association. Having to chase late renewals is an extra expense and burden. Please do your part and send yours in right away. If you didn't receive a dues notice you can contact Dave Graham at the Mass. Aeronautics Commission and he will forward one to you immediately. (617) 973-7350.

New Ratings

From Manning Helicopter
Private:

Jack Craig-R22—CFIH Dave Manning
Dave Keefe-R22—CFIH Dave Manning

1990 SAFETY SEMINAR: ANOTHER WINNER!

NEHPA Safety Seminar Committee co-chairmen, Dave Manning and Art Godjikian, and members George Vincent and Dave Graham, conducted another top flight safety seminar which was held this year on September 29, at the Westford Regency Inn in Westford, Mass.

Dr. Gary Kearney was our opening speaker and gave a presentation and slide show on "Why Pilots Err." After Dr. Kearney's excellent presentation, our featured speaker, Roy Fox, the Chief Safety Engineer of Bell Helicopter Textron, spent several hours giving us a wealth of information on accident causation, aircraft construction, cockpit management, and many other subjects. Both presentations were superb.

We would like to thank Dr. Kearney, a long-time pilot himself, for his presentation and donation of his time. We would also like to thank Mr. Fox for sharing his abundant knowledge, and the folks at Bell Helicopter Textron for making Mr. Fox available and for taking care of all of his travel arrangements between Fort Worth, Texas and Boston.

Mark your calendar now. The 1991 NEHPA Safety Seminar will be held at the Westford Regency Inn on September 14, 1991. More information to follow.



Roy Fox, Chief Safety Engineer, Bell Helicopter Textron

Robinson is Flight Testing New 4-Place Helicopter

Robinson Helicopter Company began flight testing its new four-place R44 helicopter on March 31st at Torrance Airport in Southern California. The R44 is a completely new design, but incorporates many of the features and design concepts used in the company's smaller R22 helicopter to provide simple maintenance and low operating costs.

With a gross weight of 2350 lb and empty weight of 1350 lb, the R44 is powered by a 260 horsepower Lycoming O-540 engine, de-rated to 225 HP for reliability and long life. The cabin configuration offers "two-plus-two" seating with dual controls available for both front seats. The interior was designed to provide good visibility for passengers in the two rear seats with no bulkhead between the front and rear seating areas to obstruct the view.

Although performance specifications haven't been fully established yet, early flight testing indicates the R44's perfor-

mance will be similar to the two-seat R22, except its cruise airspeed should be somewhat faster than the R22's 110 mph.

The FAA certification program is underway, but Robinson still has a lot of testing and development to complete. Company president Frank Robinson, estimates it will probably be two or three years before the R44 is in production and available on the market.

Robinson hasn't set the R44's price yet, but intends to market the new four-seater for less than one-half the price of small turbine helicopters if all goes well.

Contributed by member
David Manning

New Ratings

From Manning Helicopters
Commercial:

Dave Linares-R22

CFIH Dave Manning

CFIH:

Dave Linares-R22

CFIH Dave Manning

PUBLIC RELATIONS

The future survival of the helicopter industry will depend greatly on the support from local communities and individuals ... especially those we fly over and land near. This is why public relations is such an important issue to NEHPA.

At the May meeting John Burke called for volunteers to form the Public Activities Committee, a committee that would seek out ways to improve the public image, and expand community acceptance of helicopters. Basically, it would be a committee that would present a positive image of all aspects of the helicopter industry to the general public.

The committee being formed, the members planned the first NEHPA public relations event. On September 22, approximately 300-500 people showed up at the Post Road Shopping Mall in Merrimack, New Hampshire in spite of the threat of bad weather. The theme for the day was "Getting Acquainted with Helicopters and Pilots." Members presented visitors with handouts and showed videos relating to new innovations in helicopters and their wide range of uses. Overall, it was a very successful afternoon.

I would like to thank committee members, LaRay Todd, Michael Rhodes, John Scanlon, Barry Birmingham, and Art Godjikian for contributing to the success of this event. A special thanks to John Burke and Aviation Training Academy for bringing their helicopters, and our friends at Bell Helicopter and McDonnell Douglas for providing video and promotional materials.

The committee will be continuing with promotional efforts and would appreciate any ideas or support from members. If you are interested in assisting, please contact LaRay Todd or one of the committee members.

Contributed by member Chris Harrington



NEHPA volunteers at the Merrimack show, left to right: Barry Birmingham, LaRay Todd, Michael Rhodes, Chris Harrington, Hans Ulverud and Paul Cantrel

Report of the Nominating Committee

John Anderson, Chairman of the Nominating Committee) together with members George Vincent and Mike Peavey have unanimously recommended the following individuals be re-elected as officers of NEHPA for the calendar year 1991:

President—John P. Burke
First Vice-President—LaRay Todd
Second Vice-President—David Manning
Treasurer—Robert Reynolds
Secretary—David W. Graham

All members should have received ballots in the mail by this time. You may bring your ballot to the January meeting where all the ballots will be counted or mail them to

NEHPA at P.O. Box 88, Bedford, MA 01730 and they will be included in the tabulation. Even though the Nominating Committee has recommended a re-election of all of the present officers, and no other nominations were made by members at the November meeting, you may still write in the name of any individual you would like to vote for any particular position and it will be included in the tabulation at the January meeting.

A New Helicopter Flight School on Boston's Doorstep

The Boston Helicopter Company is New England's newest helicopter flight school

centrally situated at Hanscom Field in Bedford. BHC is the realization of a dream by Joshua E. Davidson, a young Boston entrepreneur.

Driven by the magic of helicopter flight, Davidson sought out two similarly young and dynamic individuals and put together a formidable team, creating the Boston Helicopter Company.

BHC President, Davidson, complemented his executive experience and insight with Executive Vice President, Glen P. Brown, a well known and respected figure in the helicopter industry, with an impressive record culminating in his recent appointment as Director of Operations for Hub Express Airlines. To complete the team, Ivan J. Jaffe, an innovative and progressive flight instructor, was called on to run the operation as the Chief Pilot.

BHC, in addition to its instructional flight programs, also offers a comprehensive eight week ground school, aerial photography flights, rentals, and sight-seeing tours.

The underlying philosophy exuded by all three members leaves no compromise on professionalism in any aspect of the operation, whether it be flying, maintenance or business.

Interaction between all members of the local helicopter industry is a high priority. Jaffe believes that there is a great need to educate the general public about helicopters in order to combat the misconceptions currently prevailing regarding subjects such as noise and helicopter safety. "We need to get out there and teach the public the overwhelming advantages of helicopter flight and inform them how to use this asset in their lives," says Jaffe.

BHC has a strong team in its three members and in forming a foundation of high standards, professionalism and excellent service, the future of this young company seems very promising. Any inquiries or interest can be directed to Ivan Jaffe at (617) 274-1230.

Stress Relief Helicopter

Printing and Promotions, Inc. has come up with a new executive toy. Dave Hammond has brought the "Stress Relief Helicopter" to our attention. It's a desk-top model that can be imprinted with your company's logo. Not only will it fly six to ten feet, but by adjusting a knob, the pad turns and tilts allowing the helicopter to go straight up and down or forward along the room. The helicopters are priced by the quantity and more information is available by contacting Dave Hammond at Printing & Promotions, Inc., 37 Cooke Rd., Plymouth, MA 02360 (508) 746-6881.

1990 NEHPA SAFETY AWARD

This year's Annual NEHPA Safety Award was presented at the September Safety Seminar to long time NEHPA member, Joe Brigham (see photo). President John Burke presented Joe with an engraved plaque, and Joe's name has been engraved as this year's winner on our permanent NEHPA Safety Award Trophy which was on display at the Seminar.

This award was presented to Joe Brigham for his outstanding contributions to aviation safety over the many years that he has been a member of NEHPA, an FAA designated examiner and one of the major operators in the New England helicopter market. Joe has sponsored and



Joe Brigham (left) receives The 1990 NEHPA Safety Award from President John Burke.

run many safety seminars and is always willing to contribute to, and participate in, any helicopter safety event. The NEHPA Officers felt that Joe's long and enthusiastic participation on behalf of aviation safety should be memorialized in this award for 1990.

Joe becomes the sixth recipient of the NEHPA Safety Award, and just for the record, the previous recipients were as follows:

- 1985 Robert Girouard
- 1986 John Anderson
- 1987 Arthur S. Davis
- 1988 Med Flight/Life Flight
- 1989 George F. Vincent

New Ratings

From B & A Helicopter Services: . . . Solo:
Sal Falzone-R22—CFIH Bob Lothrop
Peter Kerr-R22—CFIH Bob Lothrop
Michael Mancusi-R22—CFIH Bob Lothrop
CFIH:
David Adams-R22—CFIH Bob Lothrop

From Manning Helicopter, Inc. . . . Solo:
Phil Boire-R22—CFIH Brendan Brides
Gene Brennan-R22—CFIH Brendan Brides
Manuel David-R22—CFIH Brendan Brides
Gary Forget-R22—CFIH Brendan Brides
Matt Haggerty-R22—CFIH Dave Linares
Ed O'Donnell-R22—CFIH Dave Linares
George Olden-R22—CFIH Brendan Brides
Edwin Rondon-R22—CFIH Brendan Brides
Andres Ruiz-R22—CFIH Brendan Brides

New England Helicopter Pilots Association

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