

123.05



NEWS

FROM THE PRESIDENT

Welcome to all!! and Happy Holidays!!

We have had a lot of stuff going on. At the safety seminar this year there were two outstanding recipients of the NEHPA and Dennis A. Repole Safety Award. The recipients were Commissioner Harold Buker of the New Hampshire State Aeronautical Board and Deputy Director David Graham of the Commonwealth of Massachusetts Aeronautics Commission. These two gentlemen have devoted their lives to aviation and have made significant contributions to enhance aviation safety. We would, again, like to give them a heartfelt thanks, for their contribution to aviation safety.

I would like to thank V.P. Tom Grassia and his Safety Committee for an outstanding Safety Seminar this year. There is a complete article about the Safety Seminar elsewhere in the news letter.

We are still getting complaints from Newton, Massachusetts. We urge the members who fly by Newton to remain directly over the Turnpike Route as often as practicable and to avoid the "ridge" which runs from the Route 128 Newton line toward Brighton. Pilots are urged to stay close to two thousand feet until entering the TCA and to use *FLY NEIGHBORLY* procedures to minimize noise when descending to ATC assigned altitudes.

We had a great time this year at the summer picnic which was held at the Pease International Tradeport in Portsmouth, New Hampshire. There was good food and fun games for the members of the Association and their families. I recommend that you and your family attend the next picnic. This is a fun social gathering and a wonderful way to really get to know each other. Our picnic was a great success.

There are a couple of "tower" issues to keep in mind. A new tower has been constructed in Seabrook, New Hampshire on the West side of Interstate 95 and North of Route 107. A proposed tower is to be built at the entrance to the Tobin Route in the vicinity of Routes 1 and 128. The Association opposes the construction of this tower. Finally, the lights on a smoke stack near the Beverly Hospital are inoperative. We have reported this problem to the authorities.

At our last monthly meeting we held nominations for the upcoming year's officers. Please be sure to vote. So, with 1993 coming upon us, this is my last news letter. I wish you good luck and I hope that you keep up your support for

continued next column

JANUARY MEETING

Be sure to mark your calendar;
January 7, 1993
Westford Regency Inn, Westford, MA
6:30-7:30 PM Social Hour
7:30 PM Meeting.

Agenda

Jack Borden, with *FOR SPACIOUS SKIES*, will be our guest speaker. He will talk to us about weather interpretation by observing cloud formations.
Annual Election of Association Officers.

LIST OF OFFICERS

President—Richard L. Wickson
603-898-9178 (W)
1st Vice President—W. Gregory Harville
603-926-4949 (W)
2nd Vice President—Thomas C. Grassia
508-650-9252 (W)
Secretary—Brian MacGillivray
617-482-4501 (W)
Treasurer—Holly Sawyers
508-877-7927 (H)

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the Association and its new officers. I am certain that the new officers will welcome your help as they represent the Association during the next year.

Regards, Rick Wickson

1993 NEHPA ELECTIONS

All regular and corporate members of NEHPA have received by mail a ballot to vote for the election of NEHPA officers for 1993. You may return your ballots directly to the Association's post office box (P.O. Box 88, Bedford, MA 01730), prior to our January meeting or you may bring the ballot with you to the meeting. The names of the nominated candidates appear on the ballot. You may always write in the name of any candidate that you would like to vote for in the extra space provided. The ballots will be distributed only by mail and will not be available at the meeting. If you are eligible to vote and have not received your ballot please contact the Association Secretary, Brian MacGillivray, at 617-482-4501, as soon as possible. Be sure to vote and be sure that your ballot is at the meeting.

KEVIN O'KEEFE HONORED

On Thursday, June 25th, a retirement and testimonial party was held for WEEI Traffic Reporter Kevin O'Keefe. The event was staged at the Tara Ferncroft in Danvers and was attended on behalf of the Pilot's Association by Jack Keenan and Tom Grassia. Many other members of the Association were in attendance.

Kevin was presented with a plaque from the Association commemorating his thirty years of service as a traffic reporter.

Kevin and his wife are retiring to Florida where they have built a new home and intend to sharpen their golfing skills.

NEHPA CORPORATE MEMBERS

Aerospatiale Helicopter Corporation • Alpha Aviation Insurance Agency, Inc.
Atlantic Helicopters • Aviall • Bell Helicopter Textron, Inc.
Bose Corporation • Boston City Heliport • Coastal Helicopters, Inc. • Cobey Corporation
Dedham Nissan • Digital Equipment Corporation • Edwards & Associates, Inc.
Grinnell Corporation • HeliSource, Inc. • Hyde Tools • Jet Aviation
Keystone Helicopter Corporation • Manning Helicopters, Inc. • Mohawk Helicopters
New Hampshire Helicopters, Inc. • Robinson Helicopter Company
Schweizer Aircraft Corp. • Sherman Crane Service, Inc. • Standard Aero Corporation
Technetics, Inc. • The Radio Shop, Inc. • The Wickson Companies
Wiggins Airways • Yankee Helicopter, Inc.

FAA Recognizes Mechanic's Contribution to Safety

"On-going preventive maintenance is the key to our ability to respond to patients with critical injuries or illness," says Dr. Suzanne Wedel, BOSTON MED FLIGHT's Executive Medical Director, and "Kevin Hoey's detailed attention to our helicopters allows us to perform safely." In a ceremony conducted as part of EXPO'92 at Hanscom Field in Bedford, MA, the New England Flight Standards Office presented Mr. Hoey with the General Aviation Maintenance Technician of the Year Award for the New England area. Arlene Feldman, the FAA's Regional Administrator, and Carol Rayburn, Manager of Flight Standards, cited Kevin's role in promoting aviation and safety.

Since 1985, aircraft maintained by Kevin have responded to over 4,200 requests for Emergency Medical Services, and logged over 3,500 flight hours. Employed by Keystone Helicopter Corporation of West Chester, PA, Kevin's role was described as being integral to MED FLIGHT's services as the medical care rendered by the flight nurse and paramedic. "We need to be 100% mission-ready and the equipment has to perform," commented John Marden, MED FLIGHT's Chief Pilot. "Kevin's devotion to perfection leaves little to chance and his work instills confidence in the pilots."

BOSTON MED FLIGHT operates two MBB BK-117 helicopters and is sponsored by University Hospital, Massachusetts General Hospital, New England Medical Center, and Brigham and Women's Hospital. MED FLIGHT is the only program in the Northeast capable of operating under Instrument Flight Rules, and responds to requests throughout New England from operational bases in Boston and Plymouth. Mr. Hoey, a graduate of Southern Illinois University, and his wife, Robin, reside in Swampscott. His name has been forwarded to Washington, D.C. in the next level of competition for the national award.

Safety Seminar Committee Issues Thanks

Members of the NEHPA Safety Seminar Committee expressed their sincere appreciation to those pilots, operators and owners who registered with the Committee in order to fly in to this year's Safety Seminar. Except for a flurry of last minute applications, the process was extremely well attended to and appeared satisfactory to all participants.

NEW RATINGS FROM MANNING HELICOPTERS

Private R22—CFI, Hank Walter
Kevin Roche, Min Young Lee, Joe Gallagher,
Lloyd Barber

Commercial: Manuel Dawid
CFI R22—CFI Dave Manning
Chuck Atchison

TSC

We thought we might call this Article "Tom's Safety Corner" but those of you who object can just call it "The Safety Corner." In any case, we hope to fill some portion of our newsletter in most of the coming editions and to provide comment and opinion on safety related matters. Our first topic is **Preflight**.

Once, when I was loading a passenger for a return trip from Central Vermont and as I stuck my head here, there and everywhere around the aircraft, wiggling this and that, smelling fuel and "looking," I was asked whether I did this before each and every flight. Since the answer was "yes, sort of, almost all the time," it appeared to be a decent subject for further conversation.

I do, in fact, almost always do a preflight before every departure, the only exceptions generally being those times in the middle of the winter when, confronted with, oh let's say ORC, where the only other entity sharing the ramp and the 9 degree temperature is a brisk wind, that I just get in. I would rather die quickly in a fiery crash than slowly freeze to death in front of the controllers who are watching me through their binoculars and wondering why I've not moved since opening and peering into the engine compartment. The rest of the time however, I stick with what I call the modified Lorin Johnson preflight regimen. Mr. Johnson is a renowned pilot and instructor and has very specific things to say about our subject.

There are two types of preflights. One is the "before we get into the aircraft for the first run of the day" preflight and the other is the "after we've been at it for a while" preflight. The first one is long and particular, the second, short and general. Let's see if we can differentiate them.

The "before" preflight includes:

- The ability to get out of bed.
- Being sober and functional.
- Having breakfast.
- Calling up (by phone, computer or fax) the weather and advisory services.

Figuring out where we are going, how we are getting there and how we are getting back and when we are doing all of this.

- Visualizing our trip.
- Resting.
- Finding our helicopter.
- Looking at our helicopter.
- Wiggling it, probing it, smelling it, seeing it.

- Viewing our scene.
- Starting and listening to our machine.
- Moving it about a little.
- Forever visualizing.

Most of these matters are clear and understandable, although we may spend a moment or two on visualization. What are we saying here? Well, I like to think of it at least in part, as looking ahead. For example, when I leave Cochituate for Boston I "see" my route of flight. I see my announcing my departure and the Weston Barracks (so that the glistening white/red corporate blur of those brisk moving Digital shuttle craft become aware of my entry

into the airway system, not to mention the glistening blue blur of the State Police whose unannounced coming and going from the Framingham Barracks seems always to suggest that some top secret mission is in progress); listening to the Logan ATIS and I see the usual poor radio reception that I get from the Tower. In visualizing this I can plan ahead for it, calling in at a location where the ATIS is strong or where I have had good luck in the past. I visualize Logan and its taxiway helipad or City Heliport and I think about them relative to the wind, the actives, etc

... If a problem arises, I want those investigator guys to suspect an act of God before looking for an ill prepared pilot.

The "after" preflight is shorter, it generally includes:

- Determining if the fuel truck has run over the helicopter

- Determining if the fuel truck has put fuel in the helicopter

- Determining if the fuel truck has put the correct type of fuel in the helicopter

- Looking and smelling

- Touching only if we are wearing asbestos gloves

- Announcing and visualizing

These lists are far from exhaustive of course, and we all have our own protocols, but the reasoning remains the same. It is embarrassing when the trouble we get into is of our own making. Preflights help avoid that potential.

Tom Grassia

ROBINSON'S WIN

Sikorsky, Enstrom, Bell and McDonnell Douglas were all represented at this year's Safety Seminar, but Robinsons easily made up the bulk of the registered aircraft. In addition to the private recognition award for the greatest number, citations were also given for fastest, loudest and "most interesting" landing. Safety Committee members have indicated that no award recipient names will be divulged.

JET AVIATION

NEHPA is pleased to announce Jet Aviation of Hanscom Field as a new Corporate member. Jet Aviation/Boston Inc. (Bedford), is the U.S. Headquarters for a worldwide aircraft management, maintenance and F.B.O. network. With other facilities in the U.S at Teterboro, Denver, West Palm Beach and Morristown, NJ, which incidentally has recently become an S-76 Service Center.

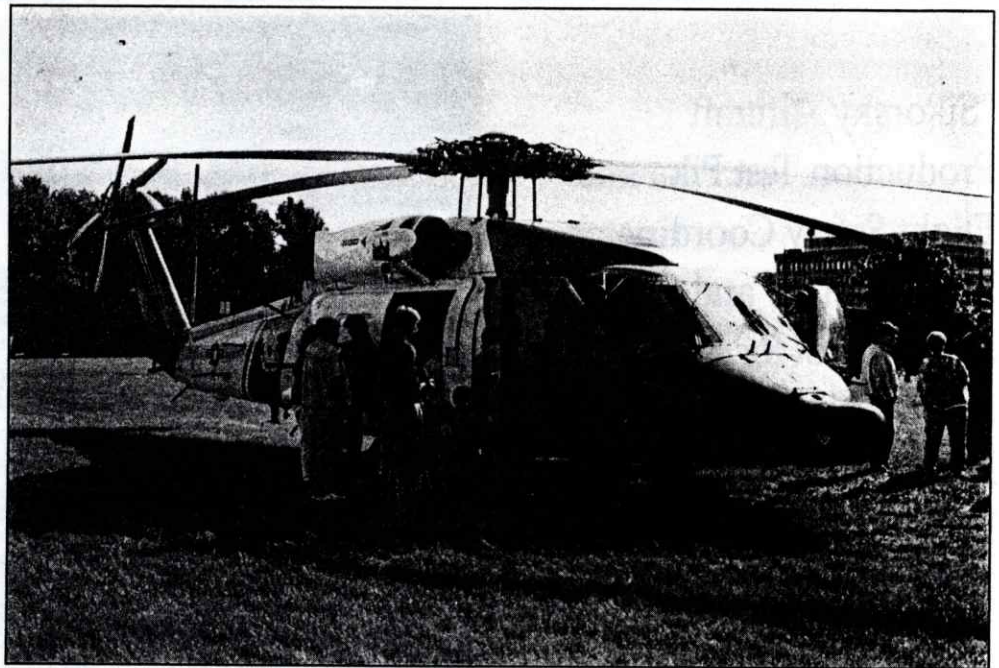
Don't be fooled by its name. Jet Aviation at Hanscom Field offers rotor craft first class maintenance, F.B.O. and other services from its modern 40,000 square foot hangar.

During 1990, Jet Aviation/BOS became a McDonnell Douglas Service Center, complementing its Bell 206, Agusta 109 and MDHC 500 maintenance it was already providing.



“Coast Guard Crew Members (L. to R.) Lt. Carmen Bazzano, Rescue Swimmer David Toppi, Petty Officer Frank Balsama and Commander Hugh O’Doherty”

“Coast Guard ‘J-Hawk’ entertained visitors throughout the day”



BALLOT

New England Helicopter Pilots Association
 Official Ballot for Election of 1993 Officers

Association President

___ W. Gregory Harville
 ___ _____

First Vice-President

___ Thomas C. Grassia

Second Vice-President

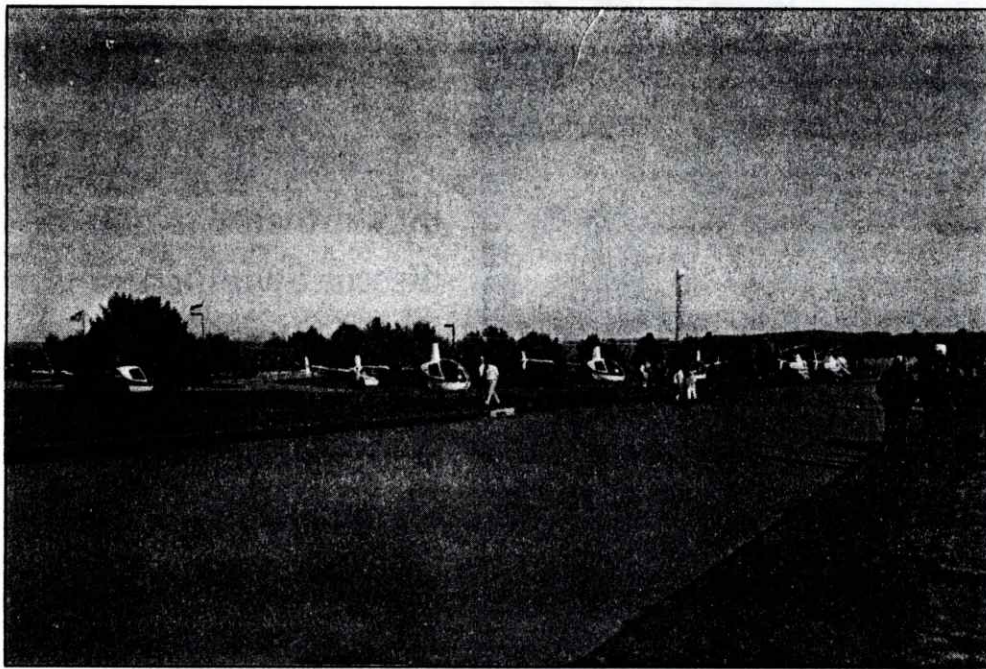
___ Carl Swenson

Secretary

___ Penny Bowman
 ___ Dale V. Hardy
 ___ _____

Treasurer

___ Holly Sawyers
 ___ _____



“Part of the 21 aircraft
which registered for fly
in to the Seminar”

“Sikorsky Aircraft
Production Test Pilot and
Flight Safety Coordinator
Dave Kish (R) and Chief
Project Pilot for Research
and Development
Nick Lappos (L) flank
NEHPA Vice-President
Tom Grassia”



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

1993 DINNER DANCE

Please reserve Saturday, March 20, 1993, so that you can attend the 1993 NEHPA Dinner-Dance. We are still working on the menu, pricing, and final selection of the location. More information will follow soon.

HELI-EXPO '93

The Helicopter Association International annual trade show will begin on February 25, 1993 in Miami Beach, Florida. For more information call 1-800-775-0505. Hope to see you there.

FROM THE BOSTON CITY HELIPORT...

Dear Association Members:

H. David Roth, Director of Museum Wharf, Computer Museum & Children's Museum, has asked for our help. The museum is located directly under the city end of the Quarry Route, next to the Congress Street bridge on the East side of the Fort Point Channel. There are a large concentration of tourists and children who regularly visit the museums. Mr. Roth has requested that we avoid direct overflight of the Museum Wharf Building as often as practicable. The building is easily identified by the giant milk bottle next to it. He is primarily concerned about the noise created while on approach to the City Heliport. In the spirit of neighborly flying please help out!

Brian MacGillivray Heliport Manager

SCHOLARSHIP AWARDED

NEHPA's annual Robert Girouard Scholarship Award was presented this year to Edward J. Hunter, a Reading High School senior who will be attending Daniel Webster College in Nashua, New Hampshire. Ed will be studying Flight Training and Aeronautical Science. The scholarship award was determined with assistance from the Reading Scholarship Foundation which makes recommendations to the Association concerning worthy applicants.

ASSOCIATION OBJECTS TO TOWER CONSTRUCTION

Association Vice-President Tom Grassia has objected to the proposed construction of a four hundred and ninety-nine (499') foot AGL guyed Tower by a recent letter to the Federal Aviation Administration's New England Region. The Tower would be located in the Town of Middleton and be approximately 2.9 miles west of the Beverly Airport.

SAFETY SEMINAR

It started almost forty-five (45) minutes late as the constant arrival of helicopters kept those in attendance and lots of on-lookers outside the meeting hall, but once inside, the guests were treated to a day long set of presentations concerning arriving technologies, safety and recognition awards.

After opening remarks in which special thanks were given to Data General (providing aircraft parking), Joe Rowland of Aero Insurance (insuring Data General and NEHPA on short notice), Jack Keenan, Penny Bowman and others (coordinating arriving aircraft), Vice-President Tom Grassia introduced NEHPA member and FAA Regional Administrator Arlene Feldman who presented recognition awards to Association members Chuck Spencer and Barry Birmingham. The awards were loudly applauded by those aware of the serious efforts and energy which Chuck and Barry are always willing to provide.

Sikorsky Flight Pilot and Flight Safety Coordinator David Kish then took the audience through a slide and tape presentation of Sikorsky Aircraft and its developing helicopter technologies. Crash worthiness, glass instrumentation (computer screens) fly-by-wire, night vision and other innovations were reviewed and discussed. Dave's saliva-inducing talk was followed by a discussion of component limitations by Nicholas Lappos, Sikorsky's Chief Project Pilot for Research and Development. Nick's comments regarding red lines, their violation and consequence were seriously taken and his talk found all too short by virtually everyone.

Ricky Wickson, NEHPA President started the afternoon session with the traditional awarding of the Association's Safety Award. Two recipients shared this year's spotlight. Commissioner Harold Buker of the New Hampshire State Aeronautics Board and our Association's own David Graham earned the accolades. Mr. Buker was recognized for his earnest support of the aviation industry, especially rotor craft, and for his continuing interest and advocacy for safety related matters. David Graham, who was unable to attend, was applauded for his never-ending contributions and support of safe professional helicopter operations and for his years of continuing assistance to the industry's pilots.

New corporate members, Dedham Nissan and Mohawk Helicopters, were introduced.

Bill Freedrick, a representative of the F.A.A.'s Wings Program took a few minutes to explain and review "Wings" and announced that the Seminar was a qualified event.

Next up were the crew members of the day's most popular visitor, the Coast Guard's Rescue J-Hawk. The Sikorsky HH60J somewhat less than quietly slipped into the Data General parking area shortly after 8:00 AM and remained a constant source of attention throughout the day. Members of the CG Crew stood by for almost eight hours while visitors toured the craft and asked questions.

Inside the hall, Lt. Carmen Bazzano used a

slide and video display to introduce the Coast Guard's Flight Operations Unit to the membership. The multifaceted operational requirements and the far flung nature of the Unit's routines were an eye-opener for many.

Commander Hugh O'Doherty then took the attendees through a chain of command and decision-making protocol which laid out the Coast Guard's particular approach to minimizing pilot and equipment risks and challenging the decision process.

After all other aircraft had departed, the day drew to a close with the lift-off of the CG's Sikorsky and the goodbye salute of a young boy clutching a pair of Coast Guard gloves handed to him as a gift from the departing crew.

NEHPA REPRESENTED ON PLANNING COMMITTEE

NEHPA Vice President Tom Grassia has been appointed to serve as a member of the Commonwealth's Long Range Transportation Study Group. The committee was organized in order to produce a "Strategic Assessment Report" (SAR) concerning the aviation system, high speed rail, telecommunications and other elements influencing the process. The Report is being produced under the direction of the Arthur D. Little Company. Tom sits as a member of the "Roundtable Committee" so called which includes airport operators, state transportation officials, community, environmental and business representatives.

The need for the Report grew out of the Second Airport Study and the suggestion that more investigation was needed before a decision could be made.

THE BOSTON AVIATION STORE GRAND OPENING!

The Boston Aviation Store, located in the Civil Air Terminal, Hanscom Field, Bedford, MA announces its Grand Opening. The new retail store, overlooking the airport, carries a wide variety of pilot supplies, charts, headsets and accessories, hand-held radios, electronics, books, pilot clothing, gifts with an aviation theme, posters and much more! The store owners, Joshua E. Davidson and Ivan Jaffe believe that the premier general aviation airport in New England should have a premier retail store catering to the general aviator and the professional pilot. The store is filled with interesting apparel and enjoys a friendly environment for all aviation enthusiasts, a wonderful view of the airport activity and interesting people.

The Store also offers a Flight Planning Area with computerized color radar weather briefs on request and a Pilot Lounge Area.

The Store is open from 9 a.m. to 5 p.m., 7 days a week.

123.05 NEWS

Published by: The New England Helicopter Pilots Association, Box 88, Bedford, MA 01730.

We will consider for publication any photographs or manuscripts, and particularly seek material that has educational value to our membership. Address submissions to NEHPA P.O. Box 88, Bedford, MA 01730 FAX (508) 651-9276. NEHPA is an affiliate member of Helicopter Association International.

COMMUNITY UPDATE

Manning Helicopters welcomes Dave Adams, CFI to its Flight Training operation at its Norwood Airport location. David joins Dave Manning in providing professional flight instruction. In addition to flight instruction, Manning Helicopters has recently become Metro-Boston's R-44 Robinson dealer which is expected to be in production and available on the market within the next year.

Manning Helicopter is also a Robinson Service Center, with hangar space available at both of our locations, Norwood Airport and Boston Heliport

Our two locations provide our students with an opportunity to become proficient with TCA helicopter routes and communications.

We have three helicopters available for Part 135, Flight Instruction, Rentals, Photography and Sightseeing.

Scheduling can be arranged by calling Carole at (617) 769-6757.

Dennis Rapole Safety Award Thank You

With a great deal of humility I would like to take this opportunity to thank you, the selection committee, and the members of the association for honoring me as one of the 1992 recipients of the Safety Award. Safety is paramount in aviation and it is indeed an honor to be recognized by aviation professionals as a proponent of aviation safety.

I pledge to continue efforts to enhance aviation education and to further the cause of safety in all facets of aviation. The future of our profession depends on safe and efficient operations today and the preparation of today's youth as tomorrow's aviators. Once again thank you for the honor of being selected as a recipient and I look forward to assisting your association in any way possible.

Sincerely, Harold W. Bukar, Jr.

I want to express my deep appreciation to you, the 1992 selection committee and the membership as a whole, for their input in choosing me to be one of two recipients of this award for 1992.

In accepting the award, I indicated within the short amount of time that was available, my commitment toward the support of the New England Helicopter Pilots' Association. Let me now expand upon that ever so slightly by first recounting a little history. When the association first cranked up many years ago, we were a well intentioned though occasionally rag-tag operation

that was considered by many to be a "Johnny-come-lately" organization, at best. Not long after that when I became the association Secretary, we literally ran the whole association out of a shoe box. Simple efforts such as getting a meeting notice into the hands of our then rather small membership, took a full weekend of time. You can imagine what an awesome task it was just to go through the cycle of our annual dues. That cycle started in December and did not complete itself until the end of May. Gradually, we pulled it all together and the organizational end of NEHPA began to mature as did our operational end, thanks to the unrelenting efforts of Joe Brigham, Jack Keenan, Ray Todd and a host of others. Gradually too, others began to hear our message as we made headway on problems where there were those who would have preferred to see us simply disappear. As we matured, we found that we were garnering the respect of the Doubting Thomas' of the world. Today, NEHPA is often in demand to resolve issues and problems.

For what it may have been worth, I'm glad to have had a small hand in it all. As a dues paying member, I pledge to you and the association my continuing effort toward the well being and safe operations of the entire membership.

Again, a zillion thanks to the New England Helicopter Pilots' Association members for the recognition bestowed upon me in the form of the award. I shall always hold it in high esteem.

Sincerely, David W. Graham

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

