

# 123.05



December 1995

# NEWS

## NEHPA COMMITTEES 1995

Public Relations/Activities & Auditing  
Tom Grassia - 5 Commonwealth Rd.  
Natick, MA 01760

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ATC

Jack Keenan - 32 Hillside Drive  
Shrewsbury, MA 01545

508-856-6520 Fax 508-856-5750

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IFR

Wendell Moore - c/o Boston Medflight  
31 Fargo Street, Boston, MA 02210  
617-695-9561

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Membership

Anne Umphrey  
Boston Helicopters  
Hanscom Field  
Bedford, MA 01730  
617-274-1230

\*\*\*

Recreation/Social

Holly Sawyers - 60 Sloane Drive  
Framingham, MA 01701  
508-650-9252

## 1995 OFFICERS & DIRECTORS

President - Tom Grassia

508-650-9252

1st VP - Mike Peavey

617-762-5690 x293

2nd VP - Ivan Jaffe

617-274-1230

Treasurer - Holly Sawyers

508-650-9252

Secretary - Anne Umphrey

617-274-1230

VT - NH - ME Region

Art Godjikian

603-878-2757

W. MA - CT Region

Tim Olmsted

203-627-3060

## SAFETY SEMINAR

Learn the causes, consequences and other facts of aviation accidents from the experts. NEHPA is pleased to have the National Transportation Safety Board as the presenter at our Annual Safety Seminar to be held at the Burlington, Massachusetts Marriott, January 4th at 7:30 PM. Social hour will begin at 6:30. The Marriott is immediately adjacent to Exit 33B off Route 128. The hotel's telephone number is 617-229-6565. Call any Officer for further details.

## CONCORD DF CLOSED

The FAA has decommissioned the Concord, New Hampshire VHF Direction Finder Facility as of November 9, 1995. Surveillance radar at Chester, New Hampshire will now provide orientation to pilots in South Central New Hampshire and Northern Massachusetts.

## TILTROTOR MOVES AHEAD CAUTIOUSLY

The Civil Tiltrotor Development Advisory Committee has issued its final draft report for comment. It calls for funding the Civil Tiltrotor Program with over \$600,000,000.00 during the next ten (10) years and flying the aircraft in certain congested corridors such as Boston to Washington. It foresees 11,000,000 passengers regularly using CTR services by the year 2010. It believes that between two hundred thirty-five (235) and three hundred twenty-five (325) forty (40) passenger CTRs would be required to fulfill U.S. needs with a worldwide demand of approximately sixteen hundred (1600). Approximately sixteen (16) cities would require twenty-seven (27) vertiports. The other corridors named in the report are Chicago and vicinity, Los Angeles/San Francisco/Las Vegas and Dallas/Houston. Launch decision on the first fully commercial CTR is anticipated by the year 2003 with the first deliveries set for 2007.

## SALES WINNERS

As of November 1, 1995, eighty-eight new Bell Singles, sixteen (16) Twins, five hundred and thirty-four (534) used Singles and forty-one (41) used Twins have been sold. Eurocopter Aircraft sales included eighteen (18) new Singles, three (3) Twins, sixty-four (64) used Singles and forty-four (44) used Twins. Sikorsky Aircraft sales accounted for thirty-four (34) units, Augusta sixteen (16) and all others five (5) for a 1995 total to date of eight hundred twenty-five (825) aircraft.

## NEHPA CORPORATE MEMBERS

Aetna/Cigna Flight Operations • American Eurocopter  
Arizona Rotorcraft, Inc. • Bell Helicopter Textron, Inc.  
Boston Heliport, Inc. • Digital Equipment Corporation  
Hyde Mfg. Corp. • Marsh & McLennan, Inc.  
Sherman Crane Service, Inc. • Technetics, Inc.  
Wiggins Airways • Willis Corroan Aerospace of New York



### **AVIATION SCHOLARSHIP AVAILABLE**

The Greater Piscataqua Community Foundation is accepting applications for the David G. Plash Aviation Scholarship from aviation students from Rockingham and Stratford County (New Hampshire) residents. Applicants pursuing flight training or other aviation careers are eligible to apply for assistance for the 1996/1997 academic year. Up to twenty-five hundred (\$2500.00) dollars will be awarded to qualified students. Applications may be received from the New Hampshire Charitable Foundation Office, 37 Pleasant Street, Concord, New Hampshire 03301-4005 or from Tom Grassia.

### **ROTOR DROOP REDUCTION**

A new Allied Signal product that reduces rotor rpm droop on helicopters has begun testing at the Bell Helicopter plant in Fort Worth, Texas. The accumulator staging valve counteracts the rotor droop which occurs when the available torque to a helicopter's blade is reduced and the rotor speed momentarily drops. Rotor speed can be compromised by as much as eight (8%) percent by the droop and can result in serious operational deficiencies if an immediate change in attitude or altitude is required.

### **GREENLAND**

Would you like to fly helicopters where you will be appreciated? Transportation in Greenland is accomplished in the main, by ship, dogsled and helicopter. Greenlandair transports 200,000 passengers a year within the country which is four (4) times its population. Eighty-five (85%) percent of Greenland is covered by an ice cap and is marked "unexplored" on the country's maps. Greenlanders do not think of helicopters as noisy, they think of them as fuel, help and preferred means of getting about.

### **HAZARDS**

#### **Antenna Towers**

1,349 feet MSL, 6.7 Nautical miles NW of Norwood Airport, (MA) 42-16-41.35 N 71 16-00.20 W.

468 feet MSL 1.23 Nautical miles W of Norfolk Airport (MA) 42-07-42.00 N 71-23-52.00 W.

### **HAI INTERNET**

HAI has a helicopter on-line service which is free to members. Access is at <http://www.rotor.com>.

### **COLGATE-PALMOLIVE PASSES THRESHOLD**

The Colgate-Palmolive Company announced that as of September 1995, their flight department has logged in excess of eleven thousand (11,000) flight hours and had transported over ninety thousand (90,000) passengers. The company which now uses two (2) BK 117s has flown over 1,000,000 nautical miles with ninety-five (95%) percent of their flights flown to and from their corporate headquarters in Manhattan, New York. Average flight segment is thirty (30) miles and the average payload has been 3.65 passengers. The company estimates that it has saved between 10,000 and 12,000 personnel hours on an annual basis utilizing their business helicopters.

### **WHERE NOT TO LAND**

The Robinson Helicopter Newsletter reported that an R-22 with two people on board made an unscheduled landing to a crocodile nest in Kakadu National Park in Australia. The helicopter lost power while doing a low photographic pass by a large female crocodile. The thirteen foot creature lunged at the crew which were rescued by a Civil Aviation Authority rotorcraft.

### **LOW ALTITUDE IFR ROUTE CERTIFIED**

A proposed flight path for helicopters between Massachusetts and North Carolina has been defined by twenty-five (25) GPS way points and calls for helicopters to be routed in the corridor between fifteen hundred and three thousand (1500-3000) feet AGL.

### **EMPLOYMENT OPPORTUNITES.**

Your NEHPA Newsletter is available for and the editors specifically invite employment solicitations for publication. Please send your employment opportunities to NEHPA, POB 88, Bedford, Massachusetts 01730.

### **MEMBERSHIP RENEWALS DUE**

1995 memberships are currently due. Please contact Anne Umphrey or Holly Sawyers if you have not yet renewed your membership. Newsletter and other membership privileges will be lost after thirty (30) days.

### **S-76 PROGRAM RELOCATED**

Sikorsky has relocated its S-76 Helicopter Program Managing and Marketing office from Stratford, Connecticut to West Palm Beach, Florida. Air frame assembly and several sub-assembly operations will remain at the Stratford plant.

# NEW ENGLAND HELICOPTER PILOTS ASSOCIATION

## 1995 - BALLOT

Position	Name	Vote
Secretary	Anne Umphrey	<input type="checkbox"/>
Secretary	_____	<input type="checkbox"/>
Treasurer	Holly Sawyers	<input type="checkbox"/>
Treasurer	_____	<input type="checkbox"/>
2nd Vice-President	Tim Olmsted	<input type="checkbox"/>
2nd Vice-President	_____	<input type="checkbox"/>
1st Vice-President	Mike Peavey	<input type="checkbox"/>
1st Vice-President	_____	<input type="checkbox"/>
President	Tom Grassia	<input type="checkbox"/>
President	_____	<input type="checkbox"/>

Instructions:

1. Vote for named candidate or write in your choice, place an "x" in vote column
2. Mail vote to NEHPA, P.O.BOX 88, Bedford, MA 01730 no later than December 21, 1995 or bring to January 4th 1996 membership meeting, place in ballot box.



## HELICOPTERS AND SHORT WAVE RADIOS

Marden Pride has formed an Association of pilots who combine the two interests. He may be contacted at 34 Fountain Street, Apt. 5, Haverhill, Massachusetts 01830.

### CALENDAR

January 4th NEHPA Annual Safety Seminar, 7:30 PM, Burlington, Massachusetts Marriott (Route 128, Exit 33B). Social hour 6:30 PM, Seminar 7:30 PM. For information call any NEHPA Officer.

February 1st, NEHPA Board of Directors Meeting

March 7th, NEHPA Membership Meeting (place and speaker to be announced).

February 2-4, Heli-Expo '96 Dallas, Texas

May 3-5, U.S. National Helicopter Championships, Mcminville, Oregon

### K-MAX COMPLETES NAVY TRIALS

Kaman's K-Max Helicopters successfully completed demonstration trials with the Navy's Enterprise and Theodore Roosevelt carriers. The aircraft reached a one hundred (100%) percent mission capability rate and a one hundred (100%) percent Sortie completion rate. Navy regulations prevented the helicopter from landing to refuel as long as winds exceeded twenty-five (25) knots which limited some operations. Kaman test pilot George Haliscak described the early operating winds, which exceeded sixty (60) knots, as "sporty".

### NOVEMBER MEETING MINUTES

The November membership meeting was held at the Burlington, Massachusetts Marriott on November 2, 1995. The meeting was called to order by President Tom Grassia at 7:40 PM.

The Minutes of the September meeting were read by Anne Umphrey who was installed as acting Secretary upon the resignation of Penny Bowman. Minutes were accepted as read as was the Treasurer's report.

Special thanks were given to Boston City Heliport for its continuing support of NEHPA through its advertising in the newsletter. HAI Salute to Excellence Award applications were made available to the membership. It was noted that Foxboro Stadium was not permitting helicopter operations under any circumstances.

Eileen Seaman from the FAA Air Traffic Division was introduced by Tom Grassia. Eileen came to the region six (6) years ago and worked with the Association during the development of its Boston arrival routes. She has also worked on IFR

Helicopter routes for the East Coast and has been the Assistant Manager at Providence, Rhode Island, Assistant Manager at Boston Tower and Manager at Providence. She is now the Manager of the System Manager Branch for the Air Traffic Division which is involved with the day to day operations of the Air Traffic System in New England.

It was noted that WBZ Radio can no longer handle the Association's weather related cancellations and that any questions concerning such matters should be directed to any Association Officer.

Chris Glass of the Boston Heliport reported that the Helipad has been painted, a rotating beacon and high intensity lights are to be installed in the near future and he warned that cranes on abutting property were apt to be raised and lowered without warning and that pilots should, therefore, be extra attentive. It was noted that the next membership meeting would be held on January 4, 1996, also at the Burlington Marriott and that the Association would be host to the National Transportation Safety Board which would present our Annual Safety Seminar.

Former Coast Guard Commander Hugh O'Doherty then gave a detailed and informative talk on winter flying hazards and considerations. His presentation contained many personal examples from his flying career with the United States Coast Guard and with the Canadian forces. It was a marvelously well prepared and presented mini-seminar. Hugh was immediately nominated for the instantly created position of Association Safety Seminar Coordinator, a position which he astutely, but unfortunately, declined.

An extensive discussion followed concerning changes in the organizational structure of NEHPA. The changes were proposed in order to meet what was perceived to be significant changes in the industry which had occurred over the years. It was felt that the organization would be more effective if it broadened its base to include other representatives of the rotorcraft industry. It was felt that expertise in associated areas was needed to keep pace with the industry and to carry the Association's weight and influence.

Chris Glass was appointed NEHPA's representative to the Eastern Regional Council.

Nominations for Officers were solicited from the attendees and duly noted.

The meeting adjourned at 9:37 PM.