

123.05



NEWS

FROM THE PRESIDENT

Whenever the leadership responsibility in an organization changes, it becomes a new challenge for the incoming President. I am looking forward to the upcoming year as a new personal challenge, one hopefully, our organization will benefit from.

This also marks an appropriate time, at the beginning of the 90's, to take stock in our organization and step back for a few moments to examine just what we are and where we would like to go. No organization can accomplish much without dedicating itself to goals and objectives.

Fortunately, our goals and objectives in recent years have been well defined—safety and professionalism. But we still need a good game plan in order to accomplish these goals. That will be my primary objective for the beginning of this current term. We have an excellent group of Officers and Committee members for the upcoming year, and with such a good team I am sure we will have a very productive year. My hope is that we will formulate a good PROACTIVE game plan and not merely spend our time reacting to problems that get thrown in our face every year. Certainly those problems will continue to arise as they do in any type of regulated industry, but we can also anticipate problems by trying to undertake proactive positions on issues before the problems are problems.

In order to accomplish this, we need to make sure that we understand that safety and professionalism are synonymous. Professionalism is not merely the notion that we are "employed" in any particular calling. Professionalism is a commitment to a particular task, such that you always strive to improve and get better. If we are professionals in that sense then we are always promoting safety. As soon as we lose our drive for professionalism, the zeal to improve, safety is compromised. Professionalism also raises the quality of our association's voice in the arenas in which we need to be heard and will allow us to provide meaningful input to problem solving and the promotion of safety.

Needless to say, I will need a great deal of assistance from all of you, and I look forward to receiving as much input, criticism and comments as I can to try to meet these goals and objectives. Thank you.

John Burke

MARCH MEETING

Thursday, March 1, 1990
Days Inn, Woburn, MA
Social Hour: 6:30-7:30pm

Take this opportunity to bring a friend or fellow pilot & meet as many members as possible.

Meeting: 7:30-9:30pm
Agenda Highlights:

TCAS (Collision Avoidance) presentation by Dick Groux of Avion Systems
 Drug Testing Program—Nick Lewis of National Association of Drug-Free Employees (NADE) & Wayne Johnson of the FAA will give an overview of the FAA's new Drug Testing Program.
 NEHPA survey results, HAI & TCA reports and more!

See you there!!

Dinner Dance

Don't forget to mail in your reservation form found in this newsletter. This is always a great night. If you are a new member, or don't know many members—don't be bashful, be sure to come! Also, Wendy Moore (Dance Chairman) is still looking for door prizes. If you or your company would like to donate one please call Wendy at (617) 275-9200 ext. 2276

Dues are Due!

Yes, it's that time again! Our secretary, David Graham, goes to great lengths to prepare membership lists, mailing lists, membership cards, etc. It's a lot more work if dues are not paid on time & reminders have to be sent out. Please help us avoid this unnecessary effort & send in your 1990 dues. Thanks.

MAY MEETING

Be sure to mark your calendar:
Thursday, May 3, 1990
Days Inn, Woburn, MA
6:30-7:30pm Social Hour
7:30pm—Meeting

Something New

You will see a few changes in future editions of the 123.05 News. We now have a publisher, Chuck Spencer. Due to the combined efforts of Chuck and Elberta, the newsletter is taking shape faster than ever. Semi-regular columns such as "Just My Opinion" and "Tip-O'-The Hat" will appear and more and more members are getting involved writing their own pieces. Every little bit is appreciated and welcomed, as are comments or suggestions about the newsletter. We took off to a great start. Let's keep the NEHPA news flying high!

New England's 'Solutions in Motion'

Helicopter Association International, the American Helicopter Society, the American Planning Association and the Federal Aviation Administration's New England region will jointly sponsor "Solutions in Motion," a forum on vertical flight technology and vertiport development on May 2-3, 1990, at the DOT/Transportation System Center Auditorium; Cambridge, MA.

The forum will inform and educate the New England planning community on the potential of integrating vertical flight into our transportation system. The event will increase public awareness of heliport/vertiport needs and related planning and environmental issues.

Agenda items include panel discussions among members of the transportation planning community and proponents of vertical flight technology, as well as dialogue between community leaders and representatives of the aviation industry to discuss the feasibility of an integrated transportation system.

The forum is highly recommended to transportation planners, community administrators, corporate and business representatives and the vertical flight community.

A dinner has been scheduled at the Museum of Science for the evening of May 2. For information call (617) 273-7299.

Barry Bermingham
 Vertiport Project Manager, FAA

Tip-O'-The-Hat

This is a new column in the newsletter designed to give thanks to those deserving people who have done so much for our organization.

First off, a big hand to LaRay Todd who was responsible for organizing NEHPA's 2nd Annual Volleyball Game. The event was a success and a fun time was had by all who attended!

Certainly, a round of applause is deserved by everyone who has sent articles, pictures, etc., to the newsletter. A special thanks to Tom Grassia for his entertaining piece in this month's edition. If you've sent something in and you haven't seen it in the 123.05 News yet, don't get discouraged, we will get it in!

The January meeting proved to be an interesting and informative one thanks to sponsor Bell Helicopters. Everyone there benefitted from Bell's knowledge & generosity. Their support is greatly appreciated. It's about time, too, that Jack Keenan is recognized for his tireless efforts as chairman of the NEHPA Air Traffic Control Committee. Jack has come a long way in helping our organization voice it's opinions and he truly deserves a hearty pat on the back. Finally, thank you to all those FAA members who give their time to come to our meetings and try to find solutions to the problems we are currently facing. Although we don't always express our gratitude to them, without their help, NEHPA wouldn't be the organization it is today.

Thanks to all! Ed.

123.05 News

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

Editor, Elberta Hilliard (508) 478-8877

Publisher, Charles Spencer (617) 229-0752

We will consider for publication any photographs, manuscripts and particularly seek material that has educational value to our membership.

Address submissions to the Editor, Elberta Hilliard, 8 Hope St., Hopedale, MA 01747 or FAX (508) 651-9276.

NEHPA is an affiliate member of Helicopter Association International.

For membership applications or inquiries contact David Graham, Secretary, P.O. Box 88, Bedford, MA 01730

NEW RATINGS

Rotorcraft Inc. Sanford Airport/Sanford, ME

Instructors:

Linda Kirkuc Jack McCormack

Solo-Helicopter

Donald McKenna Troy Snook

Private-Helicopter

Samuel-(Ted) Brady

WINTER HELICOPTERING

(Or Why I Wish I Had A Hangar)

By Tom Grassia N240Q

I expect a few (maybe more than a few) challenges to this article, after all I have only a few years and a few hundred hours under my belt, but I thought I would take a shot at it anyway. For those of you in turbines and hangars, please remember that I am not.

Winter presents a wonderful challenge for me and my helicopter. I have learned much about winter and helicopters during the past three years and I have developed a routine to minimize my aggravations and maximize the joyful flying that the winter air offers.

First come my blade covers (along with every other cover imaginable). I thought I read somewhere that even the slightest coating on those blades can reduce lift by twenty (20%) or more. This seemed like an extreme statistic to me so I checked with my flight instructor (I always keep my flight instructor handy). He said "absolutely no coating", so I bought covers. Some people learn these things by trying to fly and crashing. Others run up and fling their ice off into their tail rotors or through their Andersen picture windows if they park next to their houses like I do. I learn by asking my flight instructor. He's less expensive than the alternatives. The blade covers are fun. They come off frozen solid and straight. I can store them like boards in the shed. Underneath, my clean blades are ready to go.

Along with the usual preflight, I disconnect the extension cord to the heated oil dip stick and replace the stick with the original. This is preferable to flying off still connected to the electric socket in the garage.

Next, all the linkages are examined, especially the cables connected to my tail rotor. I'm always quite certain that it's frozen to something that it's not supposed to be frozen to. A fuel check is especially tricky in the winter. I try to keep the tank full but even then the water shows up. Of course I first have to borrow the hair dryer to defrost the release valves so that I can get fuel to test. They usually thaw within fifteen minutes or so. This sometimes causes a wait for those members of my family who want to finish their shower routines but everyone knows that Dad's helicopter comes first. It saves him time. This is especially true if you have been preparing to save time since 5:30 in the morning (winter preflight schedule). The next trick is to interpret the fuel sample. This can be puzzling in the winter. A few times there's been no fuel/water demarcation to see. That's because you can drink the sample. There's no fuel in it. It's nice to know that when I am ~~flying~~ flinging it out across the yard, I'm not polluting anything. Once I find fuel, we

flinging

move on to the next step, the battery. Batteries do not like the cold. My helicopter manufacturer obviously knew this when it designed my aircraft. To test (not to mention jump start or warm up) the battery all I have to do is remove the seat and unscrew the metal housing from around the battery. This is particularly enjoyable when it is 4 degrees out. I persevere with my battery however, because I know that low voltage not only won't start the helicopter but can be extremely harmful to my electronic components.

Finally, I am ready and I start my machine. I let things warm up completely and then some. I have the suspicion that all sorts of ice is melting here, there and everywhere and I want it all to evaporate before I go anywhere. I also let the cabin environment become relatively cozy before I turn on my avionics.

I'm not sure why I do this, maybe they'll all like me better and behave during flight. Well I'm ready to go now, good thing too, it is a quarter to nine! But the hazards of hangarless winter helicoptering are not yet clearly overcome. Am I or am I not frozen to the earth? There is some dangerous phenomena lurking there... I remember it sounding something like "damn near rolled over". I check for this with my foot pedals, twisting a little right and left.

"Never use lift in this instance," my flight instructor would say. God bless him. Okay, now a final weather check with flight service. Maybe the weather has changed since the 5:00 report. Snow? I remember something about moisture and below freezing temperatures, especially problematic during auto rotations... I wonder... Just then Wendy flies overhead like he does most mornings. Yeah, but he has a particle separator, instruments and probably heated blades for all I know, corporate helicopters have everything, don't they? Maybe I'll drive today. No one will know. The kids have gone to school and my wife is already at work. I don't mind. I love my helicopter. I just wish it didn't take so long to do all this stuff... and boy do I wish I had a hangar.

NEW RATINGS

B & A Helicopter Services

Plymouth Airport, Carver, MA

Instructors:

Bob Lothrop, R-22 Bob Zepf, R-22

Solo-Helicopter

Walter Moquin Edward Cain

Robert Dagostino Paul Anthony

Wayne Hannula David Stover

James Farrell

Private-Helicopter

Brain Lynch Graig Andersen

Edward Marcello Jason Dana

Commercial-Helicopter

Glen Taylor David Adams

Edward Kauffman

OCEAN TRACON PROVIDENCE TOWER HELICOPTER OPERATORS LETTER

Combined efforts between helicopter users of the Providence ARSA and representatives of Ocean Tracon and Providence Tower have resulted in a working agreement which will facilitate helicopter movement within the Providence AREA.

In November a meeting of the above mentioned group was held at Ocean Tracon to address existing problems of undesirable low altitudes for helicopters, clearance delays, circuitous helicopter routings and complex issues of air traffic control and separation. The meeting was conducted in a positive spirit of cooperation to resolve problems in a mutually beneficial way. A decision was made to generate a Letter of Agreement in order to facilitate communication and understanding between helicopter users of the ARSA and ATC. The letter of agreement is broad based and provides a great deal of flexibility for both ARSA users and ATC. This approach was adopted in an effort to avoid rigidly structured routes that users would have to adhere to, and to provide expeditious traffic movement in 360 degrees around the Providence Airport regardless of active runway configurations.

Here's how it works. Five reporting points have been identified in the letter. They are easily identified landmarks or terrain features. Advise ATC of your position and requested transition prior to reaching one of the reporting points. All transitions shall be executed at or below 1,000 feet. It sounds easy doesn't it? Please contact Mr. Irving Washington, Manager, Providence Tower, to become a participant. His address and phone number is:

Providence Air Traffic Control Tower
2000 Post Road, Warwick, R.I. 02886
(401) 737-5300

It was a pleasure for me to represent your New England Helicopter Pilots Association in working along with the FAA from Ocean TRACON and Providence Tower in order to make all of our jobs safer and more productive.

Jack Keenan, Chairman
NEHPA Air Traffic Control Committee

NEW RATINGS

HubExpress Airlines, Inc. Stow, MA

Instructors:

AL Maurais Gary Rolfe Glenn Brown
Part-135-Helicopter
Chip Wood
Airline Transport Pilot Helicopter
Chuck Spencer

JUST MY OPINION

The new TCA procedures are in effect. They are in many ways quite different from what we are used to. As you might expect, these new procedures are taking their toll on all of us who fondly remember those friendly skies of yesteryear.

It appears at present that the recent changes have not only been directed at the pilots, but the controllers as well. The most obvious change for the controllers has been an attempt to eliminate the need for "coordination between controllers". In plain English this means that they are no longer talking to each other as much as they previously did about aircraft movements that will effect each other's airspace. The intent of this change was to eliminate "distractions" and allow each controller to focus only upon his assigned area of responsibility.

The sad truth of the matter, as I see it, is that some self-proclaimed wizard has decided that the level of coordination between controllers was too great; too many people had the "big picture" of what was going on around them, and were thus able to anticipate required decisions. This individual contrived a way to do two things. First, eliminate coordination between controllers of helicopters, and then eliminate the possibility of air traffic conflicts between helicopters and airplanes. The plan was amazingly simplistic; simply squish all the helicopters down to a really low altitude; get them so low that they couldn't possibly be a problem to airplanes, in fact get them so low that controllers of adjoining airspace won't even want to know about their presence. A few hundred feet lower than the buildings would do nicely.

I know that it sounds ridiculous but it's true. The FAA has in fact eliminated coordination between controllers of helicopters and all other controllers. I however, believe that they HAVE NOT eliminated the NEED for coordination between controllers. The business of air traffic central is based entirely upon successful communication. When communication is eliminated or impaired, the overall effectiveness of coordinated and safe air traffic movement is reduced.

The recent changes to helicopter TCA procedures at Boston have had an adverse effect upon the helicopter pilot by increasing his work load and by forcing him to operate at lower altitudes. These changes are having an adverse economic effect upon the helicopter owners by increasing the cost of Boston flights due to ground control delays. The recent changes are also effecting the thousands of people living along the helicopter routes, the very people with whom we have worked so hard in developing an accepted fly neighborly policy. A policy which used to be supported and endorsed by the FAA, and now only receives bureaucratic lip service.

The new TCA procedures were planned by the FAA without prior communication of intent to NEHPA or any of the major TCA users in the helicopter community. These current procedures are entirely self serving to the FAA and represent a major dis-service to the helicopter industry. We have worked successfully for years with the FAA at Logan to constantly improve both communication and safety in our growing industry. The helicopter users now account for some 28,000 movements per year at Logan. These significant and growing numbers should provide evidence that the helicopter industry MUST be included in the competent planning of air traffic movement, rather than become the victim of this shotgun approach to problem solving.

Submitted by member Jack Keenan

HAIL & FAREWELL

In a sense, the end of an era came with the election of the 1990 Association officers. For the first time in recent memory, John Anderson is not holding down an office within the Association. This was prompted, to a degree, by the "Massachusetts Miracle" effect on Data General's flight department. With its closing, John is moving on to greener pastures. At the January meeting, he was presented with a ship's clock mounted on a plaque which was inscribed To John Anderson - For his many years and terms of faithful dedicated service as our President. January 4, 1990." It was a small token of our thanks to a super guy. Replacing John Anderson, is John Burke. John is an active helicopter pilot who has his own Bell 206L. John is a practicing attorney and uses the 206L in accomplishing his day-today business. He has been an Association member for several years and has tirelessly given of his efforts to promote the interests of the association. Coming aboard as our 1st Vice President is LaRay Todd. Ray is a long-time 222 pilot for Digital Equipment Corporation who brings with him a high degree of aviation safety expertise and interest. Dave Manning has been re-elected as our 2nd V.P. Also re-elected were Treasurer Bob Reynolds and Secretary Dave Graham. These five individuals are dedicated to the association and our industry.

NEW RATINGS

Manning Helicopter, Inc.
Boston/Norwood, MA

Instructors:

David Manning, R-22
Private-Helicopter
Bill Haney Paul Zepf
Jeff Whitty Bill Walker
Brendan Brides Tim Horgan
Jim Quinn George Carter
David Linares Bruce Stivaletta

NEHPA 1990

Officers & Committee Members

President

John Burke (508) 653-5252

1st V.P.

LaRay Todd (508) 493-7200

2nd V.P.

David Manning (617) 426-6606

Treasurer

Robert Reynolds (617) 229-5387

Secretary

David W. Graham (617) 923-7181

Safety Seminar Committee

Co-Chairman

David Manning (617) 426-6606

Co-Chairman

Art Godjikian (603) 878-3459

George Vincent Dave Graham

ATC Committee

Chairman

Jack Keenan (508) 842-3329

Bob Braceland Tom Grassia

Mike Peavey Gary M. Rolfe

IFR Committee

Chairman

Greg Harville (603) 926-4949

LaRay Todd Bruce MacLeod

Dinner Dance

Chairman

Wendell Moore (617) 275-9200 ext.

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NEHPA Dinner Dance Reservation Form

Announcing The "NEHPA" Annual Dinner Dance

Where: Hanscom AFB, NCO Club, Bedford MA Date: March 31, 1990

Time: 7-8pm Cocktails, 8-11:30pm Dinner/Dancing/Awards

Cost: \$17.50 per person

Please complete this form & return prior to March 24, 1990

Number attending _____ Amount enclosed \$ _____

Phone Number _____

Name(s) _____

Mail this form & check payable to NEHPA to:

Wendy Moore
205 Gay Road
Groton, MA 01450

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

