

123.05



NEWS

## FROM THE PRESIDENT

Thanks to all for your confidence in electing us into office. As you are all quite aware, we have had a long road of safety in our past and look forward to it extending into the future. In the next 2 years, we intend to continue the "Fly Neighborly" program and other pertinent programs. We'd also like to put some emphasis on educating the public.

After realizing the work involved in the keeping of NEHPA's finances and records, we send a "Special Thanks" to Bob Reynolds and Dave Graham for the outstanding services they provided for us.

If anyone has an interest in serving on any committees, don't be shy. Get to meet your peers and share your ideas. We will be soliciting help for the different committees in the March Meeting, (i.e. ATC Committee, IFR Committee, Safety Seminar Committee, Public Relations/Activities Committee, The Newsletter, etc.).

Ricky Wickson

## SAFETY AWARD

This year's safety award recipient will be nominated by the previous five year recipients who were: Jack Keenan, Joe Brigham, George Vincent, Med Flight and Art Davis.

## December 12, 1991...

The Manchester, NH ARSA was activated. It has a unique configuration. Get familiar! And if you need more information get the Manchester Air Traffic Control Tower "Letter to Airmen" No. 91-6. This can be obtained by writing to Department of Transportation, Federal Aviation Administration, Manchester Air Traffic Control Tower, Manchester, NH 03103

## 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)

## MARCH MEETING

BE SURE  
TO MARK YOUR  
CALENDAR:

Thursday  
March 5, 1992

Westford Regency Inn  
Westford, MA

6:30—7:30 Social Hour  
7:30 Meeting

Agenda

Check Rides—Panel discussion on taking an  
FAA check ride  
(see accompanying article).

This will also be the Association's annual  
meeting for 1992 and in addition to regular  
Association of officers for 1992 (see  
accompanying article).

## If You Missed...

The January meeting, our guest speakers Art Davis & Jack Keenan were quite informative. They spoke on check rides, and spent quite a bit of time discussing the debatable issue of solo touch down auto rotations by CFI's.

## ATC vs PIC in TCA (Or Who's in Control of What)

By Jack Keenan

Helicopters are truly wonderful machines. It was once said that helicopters could go anywhere and could do anything that a horse could do, short of manufacturing fertilizer. There are many books which have been written about the amazing feats of both helicopters and their gifted and courageous pilots. Hollywood's movie producers have helped to confirm these capabilities in the minds of movie-goers by showing helicopters flying down city streets, routinely dodging light poles, trucks, buildings and bullets as though it was all in a day's work for the average helicopter pilot.

The up side of this perception of helicopters is that more and more people become aware of the unique jobs that can be accomplished with helicopters. The down side however is the expectation that we can do almost anything without much consideration for safety. Even our own Federal Aviation Regulations (FAR 91.155) allow us to operate helicopters outside controlled airspace, below 1200 feet above the surface, with less than 1 mile visibility; if operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstruction in time to avoid a collision.

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## 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 • Digital Equipment Corporation  
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Hyde Tools • Keystone Helicopter Corporation • Manning Helicopters, Inc.  
New Hampshire Helicopters, Inc. • Robinson Helicopter Company  
Schweizer Aircraft Corp. • Sherman Crane Service, Inc. • Standard Aero Corporation  
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The Wickson Companies • Wiggins Airways  
Yankee Helicopter, Inc.



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Let's face it, that's really permissive and unrestrictive for an FAR.

Even inside controlled airspace we find similar permissiveness and unrestrictive regulations for special VFR operations. No person may operate an aircraft (*Other than a Helicopter*) in a control zone under VFR unless flight visibility is at least 1 statute mile. Additionally, no person may take off or land an aircraft (*Other than a Helicopter*) at any airport in a control zone under VFR unless the ground visibility at the airport is at least 1 statute mile, or if ground visibility is not reported, flight visibility during take off or landing is at least 1 statute mile, and of course NONE of this can be done between sunset and sunrise UNLESS you are in a HELICOPTER. It is certainly worth remembering that these regulations are written in this permissive manner to allow helicopters and their pilots to operate SAFELY without unnecessary restrictions. In fact these regulations allow the pilot to determine his or her personal limits for safe operation of the helicopter for the specific situation that exists. For example: I personally might be quite comfortable operating special VFR in the control zone in Findlay, Ohio, cruising across wide open soy bean fields with weather of 200 and 1/2, and be quite safe in doing so.

However, I cannot say that I would be quite as comfortable or safe operating special VFR in the control zone in Bridgeport, Conn., cruising down a congested Interstate, winding my way between buildings and over high voltage power lines with weather of 200 and 1/2.

The fact that such flights have been completed successfully does not mean that the flight was conducted safely.

On occasion while operating in control zones or TCA's a helicopter pilot will receive a clearance for VFR or special VFR operations at altitudes which seem to compromise safety. Too often we accept the clearance and conduct operations over very congested areas at precariously low altitudes. The reasons for accepting the clearances may vary considerably. Some pilots may not know that they have the right to decline a clearance. Unfortunately, there are others who do not want to lose time waiting for another clearance. And saddest of all are the immature pilots who view it as a clearance to "legally" fly really low and get a great view. Then of course there's the old excuse that they do it in the movies all the time.

Before you receive your next clearance to operate at extremely low or dangerously low altitudes, please consider the following: Air Traffic Controllers are people too. They are not perfect, many of them are rather inexperienced, and the system that they must work within is also less than perfect. The system does however provide these controllers with guidelines and mandated policies concerning both vertical and horizontal separation of aircraft within their Control Zone or TCA. These controllers are trained to focus on two things; Maintain re-

quired separation between aircraft, and move the traffic as expeditiously as possible. Some controllers possess three pieces of knowledge which can lead to misguided perceptions about helicopter operating altitudes; 1. They know that there are no minimum altitudes required for helicopters in the FAR's. 2. They have in the past issued clearances with really low altitudes to pilots who have not complained. 3. They have seen the same movies.

Before you know it, perception has become reality and controllers believe that they are issuing clearances which are perfectly safe. Remember: Successful is not necessarily safe. Just because it has been done before does not make the operation safe or acceptable.

This previous statement is validated by FAR 91.119 which says that no person may operate an aircraft (*this Includes Helicopters*) below an altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface. I think that what this really means is pretty much self evident, however, there are those who choose to interpret it to apply only if a power unit fails, and only if you then create a hazard to persons or property on the surface.

FAR 91.3 states that the pilot in command of an aircraft is DIRECTLY RESPONSIBLE for, and is the FINAL AUTHORITY as to, the operation of that aircraft. That statement is really straightforward. This responsibility for command and operation of an aircraft should not become obscured by FAR 91.123 which states that when an ATC clearance has been obtained, no pilot in command may deviate from that clearance, except in an emergency, unless an amended clearance is obtained.

You as the PIC may decline any clearance with which you cannot safely comply. You as the PIC have an obligation to request an amendment to any clearance if, while attempting to comply with that clearance, it becomes obvious that you cannot do so safely.

By obtaining ATIS information and by listening to the routing and altitudes assigned to other helicopters we can oftentimes anticipate what restrictions may be contained in our clearance. Thus, it would be appropriate for the PIC to inform ATC of any special requirements when requesting his or her clearance. Examples of this might be a requirement for specific minimum altitude if crossing an open body of water without floatation gear, or a request for a different routing if a sufficient altitude is not available on the anticipated route.

We all must respect the demands placed upon Air Traffic Controllers. Theirs is certainly a fast paced working environment filled with almost unlimited stress factors. This realization should not be forgotten. It's their airspace. We must have their approval to enter it. And because they are responsible for maintaining minimum separation between aircraft, we must be where they expect us to be.

At the same time, we must respect our own re-

sponsibility for the operation of the aircraft. This responsibility extends beyond the limits of the airspace concerns of the Air Traffic Controller; it encompasses responsibility for our operations with respect to the ground, the property and the people who are adjacent to the airspace. Talk about possible stress factors!

I'm sure that we all want to operate as safely as we possibly can. The best way to maximize safety is by minimizing risk. Operations over congested areas inherently increase risk factors. Darkness, reduced visibility, experience levels, fatigue and equipment flown will further influence the amount of risk present in any pilot operation.

Remember, the pilot in command is responsible for conducting his own risk assessment and making his own risk management decisions. The Air Traffic Controller tries to move you through his airspace and off his screen as quickly as he can, while providing a mandated level of risk management with regard to air traffic separation. It is up to the PIC to insure that both of these required risk management systems are compatible.

## NEWTON CORNER RESIDENTS EXPRESS CONCERN

On January 23, ATC Committee Chairman Jack Keenan and Association Vice President Tom Grassia met with residents of the Newton Corner area in response to low altitude and noise complaints. Most of the residents live within a half mile the corridor south of and adjacent to the Turnpike Route. An explanation of the Association's "fly neighborly" policy and the altitude restrictions imposed by the Boston ATC were provided to those in attendance. We agreed to discuss the complaints with suspected offenders and to open a line of communication with the neighborhood group. Every effort needs to be made to request and maintain maximum allowable altitudes when entering the TCA and to exercise care and consideration when routing our flights through the area. While most association pilots certainly embrace these concepts, it's worth renewing our efforts and cautioning those who may not be doing so. The ATC committee will continue to seek TCA altitude policies which will permit safe and noise sensitive flights in and out of the city.

Tom Grassia

## WE NEED YOUR INPUT

This is your organization, we have much expertise within this association. If you have any questions, concerns, suggestions or information you think we should know about, let us know.



## Maruzen Hawthorne Aviation

Maruzen Hawthorne is located in Antrim, NH about 35 minutes west of Concord, NH. Maruzen Hawthorne takes off where Hawthorne College left off, building on a 25 year tradition of excellence. The Japanese purchased the campus and airport of the former Hawthorne College which had closed in early 1988 due to financial difficulties. Maruzen Hawthorne's recent renovation of its paved, private runway, airport facilities and dormitories combine with their experienced staff to provide an unsurpassed training environment.

Maruzen Hawthorne officially opened its flight school on November 19, 1991, and anticipates the college program to be opening in January 1993. MH offers both fixed-wing and rotary-wing training, catering to the future professional pilot. The current fleet of three Cessna 172's, one Cessna 182RG, Beechcraft Duchess, and one Robinson R-22 will be expanded as student enrollment increases. The flight program currently has two helicopter students and six fixed-wing students.

The diverse staff of highly experienced professionals from airline, corporate, charter and aviation management backgrounds assure quality training in a professional atmosphere. For further information on their fixed-wing or rotary-wing training programs, please call 1-800-245-1729.

## MIDWINTER SPORT AVIATION FAIR

Sponsored by:

The Aero Club of New England

In cooperation with:

The Balloon Federation of America

The Soaring Society of America

Seaplane Pilots Association

The International Aerobatic Club

The New England Escadrille

and

The Experimental  
Aircraft Association

THURSDAY, FEBRUARY 27, 1991

NCO CLUB

HANSCOM AIR FORCE BASE

BEDFORD, MASS.

If you feel as we do that there is more to aviation than going from place to place, come and meet some of the organizations and their members who make up sport aviation.

Meet representatives of each organization who will be on hand with displays to discuss their sport informally from 5-7:30 pm. From 7:30-9:30 pm we will have short presentations from each group with another informal question and answer period after that.

If you have been yearning to experience the  
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## COMMUNITY UPDATE

Manning Helicopters introduces Hank Walter. Hank has over 650 hours as a Certified Flight Instructor in Robinson R22's. Hank has worked for Titan Helicopters in New Jersey and also Associated Helicopter Services in California. With his Robinson experience in different locations Dave says Hank is one of the most professional Flight Instructors he has enjoyed flying with and is an asset to the Manning Helicopters students.

Because of the unique locations of Manning Helicopters (Boston Heliport and Norwood Airport) students are able to operate in the TCA with the instructor right from the start. This enables the student not to be intimidated by controlled airspace. Manning Helicopters puts an emphasis on safety and communication skills. All of these attribute to a safe professional pilot.

Manning Helicopters is the Boston dealer and service center for Robinson Helicopters. Hangar space is available for Robinsons at the Boston and Norwood locations.

## Helicopter CFI Safety Seminar March 4, 1992

El Toritos Restaurant  
Rte. 1, Norwood, MA  
7 P.M.

Subject:

Helicopter Passenger Briefings

Rotors not in motion—Rotors in motion

THINK SAFETY

M.C.—Dave Manning  
FAA, APC

Speakers:

John Hemmes, APPM

Jack Keenan, FAA, APC/Examiner

SPONSORED by  
MANNING HELICOPTER, INC.

31 Fargo Street

Boston, Massachusetts 02210

Boston Heliport—(617) 426-6606

Norwood Airport/Gate 2—(617) 769-6757

## DUES

We are currently collecting the 1992 membership dues. If you have already renewed your membership for this year, Thank You! If not please take a moment to do so. We highly value your membership in the association, and need your support representing the interests of the pilot community and the industry.

Thank You,  
Brian MacGillivray  
Secretary

## NEHPA's Pro-active PR Can Aid Legislative Positions

By Art Godjikian

During the past several months, the New England Helicopter Pilots Association (NEHPA), an HAI affiliate group, has undertaken an aggressive public relations campaign, including a static display at Portsmouth, NH's "Market Days" Celebration. While dismantling the display, NEHPA's Vice President Larry Todd struck up a conversation with a 10-year old girl who had spent a fair amount of time looking at a JetRanger. The young lady admitted, "I was afraid of helicopters, until today." When asked why she changed her mind, she replied, "I was able to see one up close and touch it." What does this conversation have to do with legislative issues? Plenty!

Like other regions, New England has its share of problems regarding noise complaints and protests over landing sites. Instead of lamenting over the continuing restrictions and countering state and local legislation, NEHPA decided to take a pro-active tack. An aggressive public relations campaign is a valuable legislative tool, since hostile laws result from public misconceptions.

We believe that a large percentage of the public is ignorant regarding aviation—especially helicopters. The Hollywood "Blue Thunder" image of helicopters is something we all have to combat. Many still believe that helicopters fall from the sky like bricks at the first sign of engine trouble. When a helicopter flies over their home, it's not the noise that upsets them most; it's the fear the noise represents.

Ignorance breeds fear. Fear and ignorance breed poor legislation. Poor legislation threatens our business and livelihoods. The long-term solution is to educate the public. NEHPA has tried to achieve this with static displays at public events. Without selling rides or flight instruction, we try to meet as many people as possible in the shortest time. We allow them to sit in and touch the helicopters, Questions are answered in laymen's terms.

Many of these questions and comments show how naive the general public is about rotorcraft. "You'd never get me in one of those things" or "you've got to be crazy to fly something like this" are often their initial responses. You might be pleasantly surprised to see how quickly their attitude changes when you explain how helicopters work and how safe they really are. Many are impressed with the size of the aircraft, its cabin comfort and the sophistication of the cockpits.

In addition to the Portsmouth Market Days, NEHPA also sponsored displays at a shopping mall and the July 4th airshow at Hanscom Air Force Base. Over the last few months our helicopters have been shown to millions of people and we have had direct contact with tens of thousands. We were well-received, and the pilots  
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enjoyed the public interaction immensely. More events are planned for the near future. If we hope to ward off antagonistic legislation, we must combat the root of this hostility—public ignorance and fear. By taking helicopters to the public in a non-threatening manner, NEHPA is working to turn popular mistrust of helicopters into acceptance and recognition of the many advantages of rotorcraft.

*Art Godjikian is a pilot for Simplex Time Recorder Co. and an active member of the New England Helicopter Pilots Assn. He became Chairman of HAI's Legislative Advisory Committee on July 1. Reprinted from the Fall Edition of HAI's Rotor Magazine.*

### 123.05 NEWS

Published by

The New England Helicopter Pilots Association, P.O. 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.

## HELICOPTER AWARENESS DAY

On January 31st Joe Brigham Inc. hosted a Helicopter Awareness Day in conjunction with the New Hampshire Aeronautics Division of the Department of Transportation.

Approximately 35 key legislators and political figures from the Governor's office attended. These guests were introduced to the importance of the helicopter industry in our community. All operators, schools and government agencies were also invited, with a 100% response. The program started at 10:00am and ended with a light lunch at noon. We need more of this!

### 1st Solos and More from Rotorcraft Inc.

Insurance

Sean Toomey · Creg Chretien  
Frank Woodworth

Gary Moulton · Larry Kelley · Jim Orino

**Private Instructor Coley Mulkern**

Frank Woodworth · Creg Chretien · Bob Fierro  
Pete Robbins

**Commercial and CFI  
Instructor Linda Kakuc**  
Andrew Scamman

## The following is a list of new ratings from Manning Helicopters

**Solo**

Grant MacNally · Rui Modesto  
Greg Gallagher

**Private**

Joe Gallagher · Lloyd Barber

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sensations of maneuvering in the three dimensional medium above us, this is your chance to get started. Or, if you are anxious to trade a few hanger stories and see about adding to that list of ratings come see us. It won't be long before we start looking skyward again.

Door prizes will include rides in a balloon, a sailplane, a seaplane, an aerobatic biplane and a World War II trainer.

Heavy hors d'oeuvres and sandwiches

Cash bar and beer available

\$5.00

PAYABLE AT THE DOOR

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

