

123.05



NEWS

FROM THE PRESIDENT

Greetings from your elected officials, we hope you are having a great summer and are looking forward to getting together at our summer picnic.

Unfortunately, the Helicopter Show in Nashua has been cancelled for this year. After speaking with people from Nashua, I don't think there will be another show in Nashua. The town, the airport, and the people were not happy with the promoter. They did say that they had no problem with the helicopters, as a matter of fact they enjoyed them!

For those of you who were not able to attend the May meeting, R. Peter Reid Jr. from Zephyr Weather Information Service Inc. in Westborough, MA gave us the latest on receiving weather information. He even showed us how to receive weather information by fax, which was very educational. If you would like more information call Peter at 800-876-1232.

The summer picnic location has been changed. Now that Pease is open to the public, the officers felt that Pease could accommodate more people. Also, this is a good chance to get a first hand look at the Pease old military base. Fortunately, Joe and his better half (Kathy), will be able to attend and enjoy themselves like the rest of us. I hope to see you all at Pease on August 2, 1992 at 10 a.m.

Ricky Wickson

NOTAM—Tall Ships

If you plan on flying over the Tall Ships while they are in Boston, be advised that there will be many restrictions on altitudes and airspace usage while the ships visit Boston.

The FAA will place Temporary Flight Restrictions into effect for the arrival and departure dates of July 11 and 16.

GUARANTEED, There will be a NOTAM.

There may be specific altitudes for helicopters, and those altitudes will probably be different for clockwise vs. counter clockwise turns.

Helicopter operations within the restricted airspace may be limited to commercial operations.

APPROVED flight plans may be required in advance of your arrival.

Anyone requesting operations within the restricted airspace is encouraged to contact the FAA FSDO in Bedford (617) 274-7130 well in advance.

Jack Keenan

SAFETY SEMINAR

BE SURE
TO MARK YOUR
CALENDAR:

Saturday
September 12, 1992

Westborough Marriott
Westborough, MA
9:30a.m.

Presentations by:
Sikorsky Aircraft
United States Coast Guard

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)

Cochituate Tower To Be Lit

After discussions with Cellular One, the owner of the new tower erected adjacent to the Cochituate Helipads, it has been agreed that the tower will be equipped with marker lights. The history of the tower is noteworthy. According to Cellular One representatives, when the permit was sought from the Town of Natick, Cellular One asked about the presence of a helipad and anticipated lighting the tower. Natick's Building Department, which issued the permit allowing the construction of the roof deck helipad, told the Cellular official that no helipads existed in the area. Natick was specifically asked if they were certain of that because there appeared to be a windsock on the building next to the proposed tower location. Natick held to its position. Next Cellular One questioned the FAA who gave a similar response even though Cochituate enjoys a Federal and State Helipad Registration!

When efforts were made to add lighting to the tower, the FAA promptly responded and supported the lighting request. Thanks are extended to Weedon Parris and Charlie Taylor, Dave Graham of NEHPA and MAC also added an eloquent plea for their installation. The Town of Natick ignored all calls and letters.

Cellular One said that they always expected to light the tower and were puzzled by the initial official response since it appeared clear to them that a helicopter lived next door. The lights are on order and should be visible soon.

Tom Grassia

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

Edwards & Associates, Inc. • Grinnell Corporation • HeliSource, Inc.

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

Technetics, Inc. • The Radio Shop, Inc.

The Wickson Companies • Wiggins Airways

Yankee Helicopter, Inc.

SAIL BOSTON 1992 Temporary Flight Restrictions Boston, Massachusetts

Flight Restrictions, Boston MA, due to the Sail Boston 1992 Tall Ships Event. Pursuant to FAR 91.137(a) (3), Temporary Flight Restriction (TFR) are in effect in the vicinity of Boston-Logan International Airport (BOS) in the area and time listed below!

TFR: Beginning at a point located at the BOS 330° radial, 4 NM (42°24'13"N, 71°03'10"W), thence southbound along a 4NM radius of the BOS Vortac to a point located at the BOS 207° radial, 4NM (42°17'30"N, 71°00'26"W), thence eastbound to a point located at the BOS 133° radial, 8NM (42°17'48"N, 70°49'45"W), thence northbound along an 8NM radius of the BOS Vortac to a point located at the BOS 077° radial, 8NM (42°23'19"N, 70°49'56"W), thence westbound to the beginning point.

DATE: Saturday, July 11, 1992
TIME: 1200 UTC to 2200 UTC
(0800 to 1800 local).

ALTITUDE: Surface to 1,400' MSL.

The Bedford, Massachusetts Flight Standards District Office (FSDO) is the coordinating facility for this event.

Any operator requesting to operate an aircraft within the Sail Boston Restricted Airspace, under FAR 91.137 (a) (4), should contact the Bedford FSDO prior to July 6, 1992. The telephone number is (617) 274-7130.

SAFETY SEMINAR UPDATE

NEHPA's 1992 Safety Seminar will be held at the Westborough Marriott on Saturday, September 12, at 9:30A.M. This is not the date reported in our previous Newsletter which was printed in error. Please Mark Your Calendars.

Sikorsky Aircraft and the United States Coast Guard will be the primary presenters at the seminar and each will bring an aircraft for our inspection. Sikorsky will be happy to sell you theirs. Equipment research and development, pilot preparedness, fatigue and work factors will all be a part of this year's program. NEHPA's Annual Safety Award will be awarded during the meeting.

The Westbrough Marriott is located on the Northwest corner of Routes 495 and 9 and is accessed off Route 9 west bound.

The Seminar will consist of 2 sessions, each approximately 60 to 90 minutes long with a 30 minute break for a change in the cast of characters and equipment. The Marriott will operate its cafeteria for our benefit during the intermission. Special thanks to Sikorsky, the Coast Guard, Marriott and to Data General which is permitting our aircraft to land at their facility which is immediately adjacent to our meeting room.

Please Take Note of the FLY-IN Rules Listed Below.

Data General Corporation has graciously granted permission for Seminar guests to park their helicopters on the company's front lawn which is immediately adjacent to the Marriott meeting room. As a part of our agreement with Data General, all fly-ins must show evidence of insurance and the Association must demonstrate its responsibility for traffic coordination. The Safety Seminar Committee feels that the requests are both sensible and reasonable and well within our capabilities as pilots. We encourage members to use their aircraft to get to the Seminar and suggest that you register even if you are merely considering it.

Members and guests planning to fly to this year's safety seminar will be subject to the following registration and flight rules.

1. All aircraft must be registered with the Safety Seminar Committee at least 21 days before the seminar. To be registered, a member or guest must forward his or her name, pilot name, aircraft ID and a copy of their current liability policy. Please mail your information to the NEHPA Safety Seminar Committee, P.O. Box 88, Bedford, MA 01730 or fax it to us at 508-650-9846.

2. NEHPA will attempt to offer traffic advisories upon arrival and pilots may wish to announce their presence within five nautical miles of the landing site.

3. NEHPA will attempt to offer traffic advisories upon departure.

4. NEHPA will attempt to assist with sequencing for both arrival and departure and with on site parking.

Traffic Frequency will be 123.05

Co-ordinates for the landing area are 42-16-12/71-34-31.

NOTAM

Air Traffic Division Letter to Airmen No. 92-01 OPSAIL 1992 NY Harbor Area July 6, 1992

Flight Restrictions New York, NY. Effective daily, 1100 to 2100 UTC, July 2-5, 1992. Pursuant to FAR 91.137 (A) (3) or as authorized by ATC, that airspace underlying the New York Terminal Control Area (TCA) extending West of the Kennedy Vortac 221° radial and that airspace overlying the New York Harbor, East River, and Hudson River from Shore to Shore extending north from the Verrazano Narrows Bridge to the George Washington Bridge, excluding that portion overlying the East River North of the Brooklyn

Bridge and those portions over land extending from the shorelines of the States of New York and New Jersey and that airspace East of the Marine Parkway Bridge.

THE RESTRICTIONS:

1. All Aircraft operations in this area must be conducted under a flight plan. VFR flight plans may only be filed with New York Automated Flight Service Station, 516-737-1000, and may only be filed on July 2-5, 1992. Flight plans shall contain the following information as a minimum:

Aircraft Registration Number
Aircraft Type and Equipment
Aircraft Color
Proposed Time of Entry and Exit
Name of Accredited News Media for which the operation is being conducted

2. This area falls outside the New York TCA. Air Traffic Control (ATC) separation or traffic advisory services will not be provided outside of the New York TCA: Operations in the affected area shall not enter the New York TCA without authorization by the New York TRACON

SUGGESTED AIRSPACE USAGE

1,000 FEET _____

News Media

600 FEET _____

500 FEET _____

Security—Law Enforcement Rescue

SURFACE _____

Gary W. Tucker
Manager, Air Traffic Division

Dear Association Members:

H. David Roth, Director of Museum Wharf, Computer Museum & Childrens Museum has asked for our help. The museum is located directly under the City end of Quarry Route, next to the Congress Street Bridge, on the East Side of the Fort Point Channel.

Mr. Roth has requested, if at all possible... please, avoid directly overflying the Museum Wharf building. The building is easily identified by the Giant Milk Bottle next to it! Noise and Safety are his concerns and the area has large concentrations of children and tourists. In the Spirit of Neighborly Flying, please help out!

Brian MacGillivray
Secretary

BOS TCA OPS

The Helicopter Safety Seminar held on May 26th at Boston Heliport provided a very positive exchange of both ideas and information between the helicopter users of the Boston TCA, and the ATC folks at Boston Tower.

The increased levels of understanding regarding demands placed upon pilots, as well as controllers will produce improved operational procedures for all of us.

I will attempt to summarize the more significant points discussed during the seminar.

1. The NEW TEMPORARY Boston Helipad will probably become operational around mid-June. The NEW location of the helipad is on the "Terminal A" (old Eastern Airlines) ramp. It is located just inside the inner taxiway a short distance from the "old" helipad. It is almost on a line between the existing helipad and the control tower.

The new location has been designated a "movement" area. A word of caution—the existing truck lanes are planned to be detoured to go around the "inside" of the new helipad. This will require vehicles to execute three turns of approximately 90 degrees around the corners of the helipad. It will be difficult for the drivers to see helicopters approaching. USE CAUTION.

2. Controllers would appreciate it if we would make our initial inbound call approximately 15 miles from Logan. This will afford them a little more time to co-ordinate your arrival and issue our TCA clearances.

3. If you are assigned 300' on the Quarry Route and want a higher altitude you can:

- A. Request a clearance on another route.
- B. Wait until Runway 4 is not being used for arrivals
- C. Advise the controller you have, and will maintain, visual contact with the arriving traffic.
- D. All of the above.

The correct answer is "D", however, you should find an increasing number of controllers who will authorize a higher altitude if you have visual contact with, and can maintain separation from arriving traffic.

4. During VOR 15, Circle to Land Rwy 04 Left Approaches the controllers are required to maintain specified separation between aircraft. In the past this has often resulted in helicopters being held either on the Logan Helipad or at the Mass Ave. Bridge. These delays are created by controllers who are using LATERAL separation. In the future we should see more controllers using VERTICAL separation. This will probably result in helicopters being assigned 500' "inside" the Museum of Science and airplanes being restricted to 1000' until they turn base. It should work well for everyone.

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5. If you encounter any communication problems on 121.75 please advise the Skyway controller of your location, altitude, and nature of problem. If the Controllers are aware of these areas of poor communication coverage they will attempt to solve the problems.

Jack Keenan

A PREFLIGHT FOR TALL SHIPS

Before you think about going out for a few looks at the Tall Ships there are a few things to consider. This type of special event is tailor made for the unique capabilities of helicopters. These opportunities however do not come without the possibility for increased risks and increased demands. Before you go:

1. Be familiar with Regs concerning over water operations.
2. Be familiar with Regs concerning minimum safe altitudes. Yes, even over the water.
3. Be familiar with Regs concerning congested areas. Rumor says you'll be able to walk from Boston Light to Logan just by stepping from one deck to the next.
4. Check NOTAMS and flight restrictions. They may apply even while the Ships are between New York and Boston.
5. Realize the hazards of operating in the vicinity of the Tall Ships and OUTSIDE restricted areas or controlled airspace. Keep your head on a swivel. Those areas tend to be a "free for all".
6. Be in Compliance. Be Professional. Be Very Careful.

Jack Keenan

FAA RD-90/8

Dear Colleague:

Analysis of Helicopter Mishaps at Heliports, Airports, and Unimproved Sites. This effort was initiated to see if mishaps indicate any inadequacies in the heliport design standards contained in the FAA Heliport Design Advisory Circular (AC). Mishaps were selected for study if there was reason to suspect that facility design might have been a contributing factor.

This analysis looked at mishaps at 3 types of "facilities:" heliports, airports at airports, and undesignated/unimproved/remote heliports. At all 3 types of "facilities," a significant percentage of mishaps involved collisions with obstructions. These involved obstruction strikes while ground maneuvering and during

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approach and departure. At airports, the percentage of rotorcraft mishaps involving obstruction strikes while ground maneuvering is particularly high. Among the conclusions of this effort are the following:

- a. Overall, the FAA Heliport Design AC provides good guidance.
- b. Many of the mishaps analyzed probably would not have occurred if the Heliport Design AC recommendations had been satisfied at the operating location.
- c. A few areas need to be addressed, expanded, or emphasized.

The FAA is sensitive to the issue of cost. We do not wish to propose million dollar "solutions" to thousand dollar problems. Increasingly, we are using accident analysis to identify the most significant problems. Once identified, we want to work with industry in developing and publicizing cost effective solutions to these problems. We welcome any suggestions that you may wish to make in this regard. Please send your suggestions to:

Robert D. Smith, ARD-30
Federal Aviation Administration
800 Independence Ave. SW
Washington, DC 20591

Our thanks for this article to

Peter V Hwoschinsky
Associate Director
Vertical Flight Program Office

BELL

Bell
Model 206B-3
Jet Ranger

Fuselage
Bulkhead
5312

During inspection of the tail rotor for proper rigging, when full right pedal was applied, a slight amount of cushion was noticed before contacting the stop. Investigation revealed that the control tube, P/N 206-001-020-033, running through the cabin roof box beam, was contacting the next to last bulkhead. A total of three Model 206B helicopters, S/N 2599, S/N 2770, and S/N 2998, were found with this condition.

Alert Service Bulletin (ASB) 206-90-52, Rev. A calls for the rework of aft bulkhead, P/N 206-031-204-003, for Model 206B-3, S/N 4005 thru S/N 4077, or aircraft that have had a field replacement of the cabin roof beam, P/N 206-031-200-009, since June 1981. These aircraft did not fall within the S/N range not have they had a cabin roof beam replacement. Although the bulkhead in question on this aircraft was just forward of the aft bulkhead, Product Support of Canada advised the submitter to rework the bulkhead in accordance with ASB 206-90-52, Rev. A.

The submitter recommends all 206B aircraft be checked for correct rigging and contact of control tube with the bulkhead.

NEHPA SUMMER PICNIC

The NEHPA summer picnic will be held at the Pease International Tradeport on Sunday, August 2, 1992. The event will begin at 10:00 AM and will last until about 4:00 PM. This is a family event. We plan to serve hot dogs and hamburgers and to play some ball. Please feel free to bring your favorite salad or desert to share with all. If you are flying in please contact Trans Oceanic, Inc. at 800-424-0350 to arrange parking. Drivers should follow Interstate 95 North into New Hampshire and follow the signs to Pease. Once inside the main entrance turn left on Concord Avenue then turn right on Portsmouth Avenue. The picnic will be held at the baseball field on the right side of Portsmouth Avenue. Please return the attached RSVP as soon as possible.

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.

Please Return This Form For The Summer Picnic As Soon As Possible

NAME: _____

- Yes, I plan to attend the NEHPA picnic.
- I will be coming alone.
- My family is coming with me. Please plan on
_____ adults and _____ children.
- Sorry, I will not be able to attend the picnic this year.

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



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