

123.05



MARCH 1995

NEWS

NEHPA COMMITTEES 1994

Public Relations/Activities & Auditing

Tom Grassia - 5 Commonwealth Rd.
Natick, MA 01760

508-650-9252 Fax 508-650-9846

ATC

Jack Keenan - 32 Hillside Drive
Shrewsbury, MA 01545

508-856-6520 Fax 508-650-9846

IFR

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

617-695-9561

Membership

Ann Umphrey
617-274-1230

Recreation/Social

Holly Sawyers - 60 Sloane Drive
Framingham, MA 01701

508-650-9252

Safety Seminar

Ivan Jaffe - Boston Helicopters

Hanscom Field

Bedford, MA 01730

617-274-1230

1994 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 - Penny Bowman

603-885-9636

VT - NH - ME Region

Art Godjikian

603-878-2757

W. MA - CT Region

Tim Olmsted

203-627-3060

MEMBERSHIP MEETING NOTICE

A New England Helicopter Pilots Association meeting will be held Thursday, March 2nd, at the Burlington Marriott (Route 128, Exit 33B, telephone 617-229-6565. Social hour begins at 6:30 and the meeting begins at 7:30. A shuttle service will be provided from Hanscom Field at 6:00 and 7:00, courtesy of Boston Helicopter. You may call Boston Helicopter for details at (617) 274-1230. A "cash bar" will be available.

KAMAN AEROSPACE MEETING GREAT SUCCESS

NEHPA's January meeting was held at Kaman Aerospace in Bloomfield, Connecticut. President Tom Grassia presented a NEHPA recognition award to Mr. Al Ashley under whose direction Kaman's new and highly successful K-MAX helicopter was developed. Mr. Charles Kaman, founder of Kaman Aerospace and Mr. Ashley, its recently retired Vice President, both addressed the meeting. Mr. Ashley took the attendees through the development process supplementing his remarks with slides and video presentation. The membership was then invited to step into the principal Kaman hangar where not only the K-MAX could be seen, stepped into and otherwise probed, but Kaman's other new as well as seasoned aircraft could also be viewed up close and personally. Northern New England members as well as those from Eastern Massachusetts traveled to the Kaman facility via motor coach which proved both convenient and enjoyable. Mr. Ashley's NEHPA citation recognized his many significant contributions to aviation and rotor craft in particular. Mr. Ashley who recently retired from Kaman Aerospace, served as Vice-President in charge of Flight Operations/Customer Service and was responsible for all experimental, developmental flight testing in addition to providing technical support to the United States Navy Squadron's operating Kaman helicopters. He has personally participated in the flight testing of the HTK Drone, HOK, HUK, H-43A, H-43V Husky, HU-2C/D/E/F/G, H-2Jet Pod Compound High Speed Research Aircraft, the AH-1 Composite Main Rotor Blade System, the H-2 Circulation Controlled Rotor System and most recently the K-MAX "Aerial Truck".

NEHPA CORPORATE MEMBERS

Altair • Boston Helicopter Company • Boston Heliport, Inc.

Bristol-Myers Squibb • Cheney North Corporation

City Helicopters, Inc. • Digital Equipment Corporation

Edwards & Associates, Inc. • HeliSource, Inc.

Hyde Mfg. Corp. • New Hampshire Helicopters, Inc.

Ryder Aviall, Inc. • Sherman Crane Service, Inc.

Technetics, Inc. • Textron, Inc.

Tyco International • Wiggins Airways

Before joining Kaman, Mr. Ashley served as a Major in the United States Marine Corp. flying a wide variety of Rotor and Fixed Wing Aircraft. He has flown for more than forty (40) years and accumulated more than fourteen thousand (14,000) flight hours of which some twelve thousand (12,000) have been in helicopters.



NEHPA President Tom Grassia stands with Charles Kaman, Founder of Kaman Aerospace and Alan Ashley, recently retired Vice President of Kaman and the "father" of the K-MAX helicopter. Mr. Ashley was the recipient of a NEHPA Recognition Award for his many years of service to rotorcraft safety and development.

BOSTON HELIPORT REPORT

Surviving rumors of its closing, Boston Heliport, Inc., not only remains open for business but has commenced a renewed effort to serve local, area and regional rotor craft traffic and operations. The facility, located at 31 Fargo Street, South Boston, Massachusetts provides both no-lead and jet fuel, has twenty-four (24) hour security, hangar availability and ground transportation to downtown Boston. A pleasant pilot lounge is available for crews. Mike Peavey and Tom Grassia have met with owner Bob Coyne and new manager, Chris Glass and continue to interact with the facility with the hope that the Association and Boston's only full service heliport can each benefit from the other's efforts.

OFFICERS ELECTED

With only one dissenting ballot, the current NEHPA Officers were re-elected to their positions. President Tom Grassia then announced the appointment of two (2) regional representatives. Tim Olmsted accepted appointment as NEHPA's Western Mass and Connecticut Regional Representative and Art Godjikian accepted his appointment as NEHPA's Regional Representative for New Hampshire, Vermont and Maine.

AERODYNAMICS SEMINAR

The Boston Helicopter Company will present a Seminar on Helicopter Aerodynamics, February 23, 1995 at 7:00 PM. The Seminar will be held at East Coast Tech, 696 Virginia Road, Hanscom Field, Bedford, Massachusetts. The speaker will be Ivan Jaffe, NEHPA Vice-President. Complimentary refreshments will be served.

PLASCH AVIATION SCHOLARSHIP FUND

The Greater Piscataqua Community Foundation of Portsmouth, New Hampshire, has announced the availability of scholarship grants for the 1995-96 academic year. Seacoast area students who are pursuing flight training or other aviation careers are eligible to apply for assistance. Up to six thousand (\$6,000.00) dollars will be awarded to qualified students. Both traditional and adult students are eligible to apply. Students may be attending a college flight program or be enrolled at an FAA approved flight school. Deadline for the applications is April 1, 1995. Applications are available from the Plasch Scholarship Fund c/o NHCF, 37 Pleasant Street, Concord, New Hampshire 03301-4005 or from NEHPA (contact Tom Grassia). The scholarship is named for David G. Plasch who lost his life during the Persian Gulf war. David was an Army Blackhawk Helicopter Pilot and was on a mission to retrieve other Americans killed in action when hit by enemy fire. He was posthumously awarded seven (7) medals for valor in Operation Desert Storm including the Bronze Star, Purple Heart, Air Medal with Oak Leaf Cluster, Army Defense Service Medal and Army Service Ribbon. The fund was established by his family and friends to provide assistance to Rockingham and Stratford County residents pursuing flight training and in particular, those who have graduated from Portsmouth New Hampshire High School.

WHIRLY-GIRL HOVERING

The Whirly-Girls celebrated their 40th Hovering, the annual gathering of the International Women's Helicopter Pilots Association at the 1995 HAI Heli-Expo. About 100 of the 945 members renewed acquaintances, shared job and personal information, and talked about issues facing helicopter pilots and women pilots in particular. Women from all over the U.S. including several from the New England area attended. Present were pilots from Russia, Austria, France, Germany, Australia, and several other countries.

At the annual meeting the featured speaker was Henry M. Holden, author of *Hovering*, the history of the Whirly Girls. Several major Helicopter companies are strong supporters of women in rotary aviation. Two women were honored at the scholarship luncheon partially underwritten by McDonnell Douglas. Bell Helicopter- Textron announced a new \$6,500.00 scholarship they are offering to women pilots for a turbine transition, which includes the week long school, flight time and the opportunity to try out their various machines.

There were women from various fields of endeavor including Navy combat pilots, astronaut pilot candidates, former Wasps, newly rated pilots to those with more than 30 years experience in helicopters. One woman, a seven time winner of the Powder Puff Derby soloed in a Brantley after three hours and gained her CRI in 35 hours.

HISTORY OF WHIRLY GIRLS

Hovering, *The History of the Whirly-Girls: International Women Helicopter Pilots*, is the latest of a series of books chronicling the role of women in aviation by historian Henry Holden.

It tells the story of the Whirly-Girls, a relatively low-profile but effective and influential organization of women pilots who have pioneered helicopter aviation for almost 40 years. They have worked tirelessly over the years to promote helicopter safety, the establishment of hospital and industrial heliports, and the promotion of women as safe, competent, and professional pilots.

The tale of the Whirly-Girls is one of the most intriguing success stories in aviation. Anyone interested in obtaining a copy should check their local bookstores.

If you would like more information on how to join the Whirly-Girls, write: Whirly-Girls, Inc., POB 7446, Menlo Park, CA 94026 or fax your request to (415) 323-3840.

NEWTON CORNER UPDATE

Residents of Newton Corner have again begun to raise noise and safety issues concerning helicopter and fixed wing activity over and near their community. NEHPA President Tom Grassia and FAA officials have been discussing methods of lessening the community's concerns. An alleged "near miss" between a helicopter and fixed wing aircraft over the turnpike helicopter route prompted a series of urgent inquiries from one Newton Corner resident. The near miss was in fact not such, but the pilot operating the helicopter did express concerns regarding the presence of the fixed wing aircraft in the corridor at a low altitude. This particular concern has been raised by several other helicopter pilots and operators and is under general review at this time.

NASHUA STREET HELIPAD UPDATE

The Nashua Street Helipad, which was scheduled for closure on January 1st of 1995 has received a reprieve. A one (1) year extension of the facility has been obtained; an additional six (6) months

appears reasonably certain; and one further six (6) month extension seems possible. Massachusetts Aeronautics officials and NEHPA President Tom Grassia have been actively pursuing the extension which involved obtaining multiple levels of approval including those from the Department of Environmental Protection, the Metropolitan District Commission and the Central Artery/Tunnel Project.

MAC recently attended to needed maintenance on the lights and wind sock at the facility.

Pilots unfamiliar with the protocol are reminded that there is no "lockup" parking. Pilots must remain with their craft and should temporarily park so as to permit other traffic to come and go from the pad.

EASTERN REGION SCHOLARSHIP

The Eastern Region Helicopter Council has set its 1995 scholarship award in the amount of two thousand (\$2,000.00) dollars. Intended to be an annual grant in support of individual helicopter training, the award will be announced at ERHC's annual meeting between May 5th and May 7th.

Applicants must be U.S. citizens, reside within the council's membership area (NJ, NY, PA, CT and DE). For more information contact George Jones c/o Colgate Palmolive, 233 Industrial Avenue, Peterboro, NJ 07608.

NEWSLETTER EXCHANGE

The New England Helicopter Pilot's Association forwards its newsletter to many similar organizations throughout the United States and Canada. We invite those organizations who receive a complimentary Newsletter to reciprocate by sharing their publications with us.

THE ROBINSON R22 ATTACK

by Ivan J. Jaffe

(Mr. Jaffe's opinions are not necessarily those of the Editors)

You have to ask yourself "why?", when the NTSB and FAA launch an unprecedented attack on the world's most popular and successful helicopter without any clear supporting statistics

in an attempt to virtually ground the fleet of R22 and R44 helicopters.

Some weeks ago, the FAA issued an AD which contained some valid information regarding turbulence, low "g", mast bumping and rotor stall. However, in one of the most restrictive actions short of grounding the aircraft that I have ever seen, the FAA issued a section of the AD to be included in the R22 limitations section of the flight manual, requiring mandatory compliance. The limitations included the following restrictions:

1. Flight when surface winds exceed 25 knots, including gusts, is prohibited.
2. Flight when surface wind gusts exceed 15 knots is prohibited.
3. Flight in areas of forecasted or reported wind shear is prohibited.
4. Flight in areas of forecasted or reported moderate, severe or extreme turbulence is prohibited.
5. Adjust forward airspeed to between 60 knots and 0.7 Vne upon inadvertently encountering moderate, severe or extreme turbulence.

Note: Moderate turbulence is turbulence that causes: (1) changes in altitude or attitude; (2) variations in indicated airspeed; and (3) aircraft occupants to feel definite strains against seatbelts.

Based on 2000 hours plus of annual R22 hours flown over the past 4 years at my operation without incident, I am absolutely convinced that there is no problem with the R22 when flown within its limitations by competent pilots and that these limitations should be removed completely from the R22 flight manual. However, in their infinite wisdom, the FAA have included them and I have three serious problems with the limitations as they read above:

1. No consideration of pilot experience is given, even though the AD identified inexperienced helicopter pilots as a common link in the fatal accidents that prompted this action. Clearly, many an experienced pilot in the R22 would have no problem whatsoever in flying in winds exceeding 25 knots.
2. The definition of turbulence, as stated in the AD, would differ vastly between aircraft types. A report of moderate turbulence by a Cessna 152 may not be

turbulence at all in any helicopter, even the R22. Yet, as stated above, such a report would ground the R22.

3. I believe that the most damaging of all is the adherence to the "forecasted" turbulence and windshear in (3) and (4) above. In the Northeast, most area forecasts warn of possible turbulence or windshear over a widespread geographic area. This would effectively ground the R22 even if that turbulence or windshear never actually occurred, or occurred at another location within the scope of the area forecast. You may be unable to fly in the best of conditions.

Fortunately, with much lobbying (3) and (4) of the limitations were changed to read: (3) Flight in windshear is prohibited. (4) Flight in moderate, severe, or extreme turbulence is prohibited.

This change alleviated my problem (3) above only.

I believe that the essence of these accidents lie squarely with the pilot. Instead of launching an attack on Robinson Helicopters without any validating statistics, and insulting good, safe and responsible pilots, the NTSB and FAA should investigate the real problem: helicopter pilot training, experience levels, currency and their own minimum requirements and testing procedures for helicopter pilots. Every interested pilot and owner of a Robinson helicopter should be lobbying for the removal of these limitations and a relic at the basis of the problem the NTSB has highlighted. For additional information please contact me, Ivan Jaffe, at (617) 274-1230.

The question remains unanswered as to why this unprecedented attack on Robinson operators and pilots was launched at a time when R22 accident rates are the lowest that they have ever been? Speculation and rumors are running high as to the reasons for these actions. It seems to me that the stated reasons and statistics quoted as cause for this AD lack convincing evidence to warrant such drastic measures. The FAA has indicated that these restrictions are to be temporary, but have given no timetable for their investigation.

I urge all interested individuals and

operators to work together to demonstrate our opposition to this action in the strongest terms. If we fail, we might reach a situation as described by an experienced R22 A&P in this area: "The next R22 AD will read."

Having an accident in the R22 is prohibited !!!"

MORE ON R22s-R44s

The FAA has issued a Special Worthiness Information Notice which recommends procedures for pilots which the FAA believes will be helpful in avoiding rotor flap incidents. The notice is made in response to an ongoing investigation by the FAA and National Transportation Safety Board with respect to a series of accidents in the R22/R44 involving main rotor blade/airframe contact.

The FAA has also issued an AD which significantly compromises the R22/R44s availability for flight.

For further information, pilots, owners and operators are requested to contact the rotor craft standards staff, ASW-110, Fort Worth, Texas 76193-0110, Tel: 817-222-5126, Fax: 817-222-5961 or their local FSDO.

HAI HELI EXPO 95

by Ivan J. Jaffe

I was sitting at the Blackjack table (the \$2.00 minimum bet!), awestruck by the lights, the bells, the money, the hotels, the strip and the people. Everywhere you look bright colored lights draw you in, food is cheap, drinks are free. How much electricity does Las Vegas burn in a night? My mind and eyes were filled, dumbstruck! Then the old lady next to me leaned over her piles of chips, squinted her eyes at my helicopter logo on my shirt, and exclaimed that she had never seen so many helicopters flying around the strip before. She noticed! Even her tired eyes could gaze beyond the hype of artificial light, into the blue and see our mark out there. Well, I guess that it is the largest helicopter show in the world.

I suddenly felt comfortably at home. For once the pro helicopter community far outweighed the others. I talked with people who had my problems and often had my solutions. I drank with

people who loved flying and loved the rotary machine. I saw more innovation than all the glitter on the strip. I rubbed up next to the real pioneers and leaders in the industry, and talked with the big names like Jensen, Robinson, Schweizer and Kaman, face to face. I touched tomorrow's aircraft, Explorer, EC 135, K-Max and R44 and even sneaked a flight on the controls of a MD520N notar. Not bad for a starry-eyed kid from Cape Town, South Africa!!

Well, this was the greatest show on earth and I was part of it. It seemed like everyone who even said the word "helicopter" in their business was there. I saw many a familiar New England face. The Kaman K-Max was a show stopper, multi-colored and backdropped by video and music. Our very own Altair, from Norwood, displayed HUMS and a radio altimeter on Bower's round-the-world 206. Framingham's Bose Corporation and David Clark of Worcester showed the latest and best in headsets. WSI blew in from Billerica with the world's weather and also from Billerica was Inframetrics displaying their latest FLIR eye-in-the-sky.

The helicopter industry was on display, from the new to the old. We learned the dangers of the dumping of surplus military helicopters into the market and we saw how helicopter accidents increased and fatalities almost doubled in 1994. We also experienced helicopter GPS approaches and found out that the Robinson R22 is really not an unsafe machine. What a show!! Go to Heli Expo to learn, touch, see and talk helicopters, the state of the industry and the designs of the future. Climb into a multi million dollar machine and wiggle the cyclic, then get out onto the exhibit floor and see everything you can squeeze between the pitot tube and the tail light.

Finally, sit back and watch with envy as tailored-suit clad executives from all over the world, discuss, strategize, compare, haggle and finally place million dollar orders for today's best and amazing flying machines. I really want one. I'll take a small one. I now know that I am in the right place. Back to Blackjack.

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



BOSTON HELIPORT INC.

P.O. BOX 404, 31 FARGO ST., BOSTON, MA 02127

Now in Downtown Boston!

Fuel • Inside Hanger • 24 Hour Security • Private
Limo Service • Meeting Rooms • Contract Rates
Crew Cars • Secured Long Term Parking

FAA Approved • 24 Hours / 7 Days

Minutes to the Financial District

Come on Down!

617-482-4501

Fort Point Channel • Fargo Street