

123.05



NEWS

FROM THE PRESIDENT

Another Successful Safety Seminar on the Way

Be sure to complete and return your reservation for a place at this year's NEHPA Safety Seminar which will be held on Saturday, September 29, from 8:00 A.M. until 1:00 P.M.

In addition to having two all-star speakers, this year will feature the presentation of our Fifth Annual NEHPA Safety Award. This award will be given to the individual or group who NEHPA's officers have voted as having made a special and significant contribution to aviation safety in the helicopter community. It will also give you an opportunity to see our new permanent trophy that will memorialize the recipient of these awards in the past and in the future.

Another added feature this year will be a special luncheon that begins at 12:15. It's free, thanks to our good friends at Aviall.

The big news, however, is our two speakers. First of all, aeromedical surgeon, Dr. Gary Kearney, will give a morning presentation on "Why Pilots Err."

Dr. Kearney's presentation is an excellent one to kick off this year's Safety Seminar.

Our featured speaker will be Roy Fox, Chief Safety Engineer, from Bell Helicopter, Textron. Roy Fox is known throughout the United States as one of the finest aviation safety speakers. He will discuss a broad range of safety issues such as pilot responsibility, single versus twin engine safety, crash survivability, fuel system/fire threat, accident causes/the human element, judgment training/pilot decision making and nutrition for pilots. Roy Fox's presentation will be of interest to all pilots no matter what kind of aircraft they fly. Don't miss him.

Please be sure to fill in your reservation form immediately since we need to get an accurate headcount as soon as possible. Don't forget, you can fly your helicopter to the seminar if you like, but a reservation is absolutely necessary.

Weather permitting, we should have a good static display of aircraft for everyone to view before and after the seminar.

See you there.

John P. Burke, President

NOVEMBER MEETING

Be sure to mark your calendar:

November 1, 1990

**Westford Regency Inn
Westford, MA**

6:30-7:30 Social Hour

7:30-Meeting

Agenda—Paul Ryan (of Ryan Stormscope fame) and William Brodegard of Ryan International Corporation will give a demonstration and presentation on their newly certified TCAD, Product.

Nomination of Officers for 1991 and more.

Note: Be sure to make note that we have changed our meeting location for the November meeting to the Westford Regency Inn, and that the meeting will not be held at our usual location in Woburn. Please pass the word.

LET'S NOT FORGET OUR FRIENDS

As everyone knows, our Safety Seminar will be held on September 29 at the Westford Regency Hotel in Westford, MA. These seminars require a great deal of planning and volunteer effort, which is all contributed by various members of NEHPA. But just as important, these seminars require money. Fortunately, through the efforts of Safety Seminar committee member George Vincent, we have accumulated many significant contributions from corporations and individuals to fund this year's Safety Seminar. By way of thanks and patronage, let's not forget these friends:

Aviall—Allison 250 Group
Grinnell Corp.
Manning Aviation
New Hampshire Helicopters
Boston City Heliport
USAIG
Millipore Corp.
David Graham
Yankee Helicopter, Inc.
Joe Brigham, Inc.
Flight Services Group
Bell Helicopter Textron

SUMMER HOT SPOTS

It's time to remind our membership that we can expect to develop a few "hot spots" in the noise complaint department each summer. Three particular spots that we're getting lots of feedback on should be noted:

First, along the Mass Pike in Newton in the Auburndale area, just to the north of LaSalle College. We're receiving residential complaints from this area, specifically relating to traffic that does not follow the Mass Pike into Boston. While this is technically outside the TCA and outside the route structure, we would encourage you to rigidly adhere to flying over the Mass Pike from the Weston tolls until entering the TCA on the Turnpike route.

The second spot is on Route 2 in the Belmont area. The complaint seems to be of the same nature: the flights are low and do not follow Route 2. In addition, in this area we are also getting complaints of flights before 6:00 A.M. Again, while this is not technically within the TCA we encourage all members to remain as high as possible over this noise sensitive area and try to avoid flights in this area before 6:00 A.M.

Finally, the last "hot spot" is Cambridgeport, again. The folks in Cambridgeport at a recent meeting are continuing to note overflights of their neighborhood. They are also very much aware that the Turnpike Route runs along the SOUTH side of the Charles River as published on the TCA Helicopter Route Chart. Please pay special attention to adhering to this route. You also might be interested to know that not only are the folks in Cambridgeport watching the flight paths very carefully, but MIT is also monitoring the flight paths and noise levels of aircraft in-bound and out-bound on the Turnpike Route. Let's make sure that we continue to "fly neighborly."

**SEE YOU
AT THE
WESTFORD REGENCY
29 SEPTEMBER 1990**

TRAIN FOR THE REAL THING

Did you see the movie "Glory"? I think it was a pretty realistic portrayal of life for a Civil War soldier. As a history major and pilot, I was most impressed by the scene where the young soldier is displaying his marksmanship to his sergeant and buddies. Then his commander comes along, a veteran of battle, and puts some pressure on him. With his commander firing a pistol and shouting into the young soldier's ear, he can't hit the broad side of a barn.

Training during the Civil War was almost nonexistent, especially during the early months. Soldiers were only given rudimentary instruction with their weapons. Often in battle, amid the horrendous noise, confusion, and horror, men forgot the fundamentals. Forgetting to put the flint in the lock during loading would provide no result when the rifle was fired. Panicking soldiers, unaware their weapon did not fire would reload quickly, but again incompletely. This would continue until until such time that the soldier might remember to include flint in the loading procedure. The resulting explosion usually took the soldier's head off.

What is the state of your training? Are you well versed with all the fundamentals? Do you train with the attitude that the engine will quit on a bright sunny day, with at least a thousand feet between you and mother earth? Or are you more realistic? When you are flying during those realistic, less than ideal conditions, do you often ask yourself "what if"? Amid the clouds, confusion, and flashing lights, are you going to have solid fundamentals to revert to... or are you going to lose your head?

Art Godjikian

SUMMER PICNIC REPORT

NEHPA'S first annual summer picnic August 5 was a great time. The meeting/pig roast was held at Joe Brigham's beautiful new facility in Pembroke, NH. In spite of the fact that this event will go down in history as NEHPA's first and only meeting where no one wore a suit, everyone there learned some informative details about flying up north. Ron Roy, Director of Aviation for the State of

Maine, and Harold Buker, Director of Aviation for the State of New Hampshire, spoke on the various issues concerning flying in their communities and we all learned a little bit more about the Manchester ARSA.

After all the questions were answered and the formalities were out of the way it was time for the food. Thanks to the people from Cookouts "R" Us, we all stuffed ourselves on an "old fashioned" pig roast with all the fixings. (Naturally the feast took place before the rally forcing the pilots involved to recalculate their weight and balance figures). At last it was time for the treasure hunt.

When all the participants had received their envelopes of clues and had plotted the coordinates indicating the general location of the objects to be spotted... the helicopters took to the sky.

Close to a dozen buzzing machines swarmed the surrounding area all searching for what, at times, seemed to be several needles in a haystack. All the while, Don Meader, the man responsible for this organized madness, sat waiting for the pilots to return. (Don, if you're reading this, we'd all like to know how much you charge to haunt a house!)

Finally, when the blades stopped turning and the dust settled, two lucky hunters had found all six of the selected objectives. However, in this game, there would be no ties. Each pilot who located the same number of objectives as someone else was given an envelope containing playing cards. Whoever had the highest poker hand in their envelope

took first place in their category.

Dave Whiting walked away with first place. His prize: a rotor blade clock donated by the folks at Rotor Blades, Inc. Second place in the six out of six group when to Ray Newcomb who will wear his new jacket from Aviall with pride.

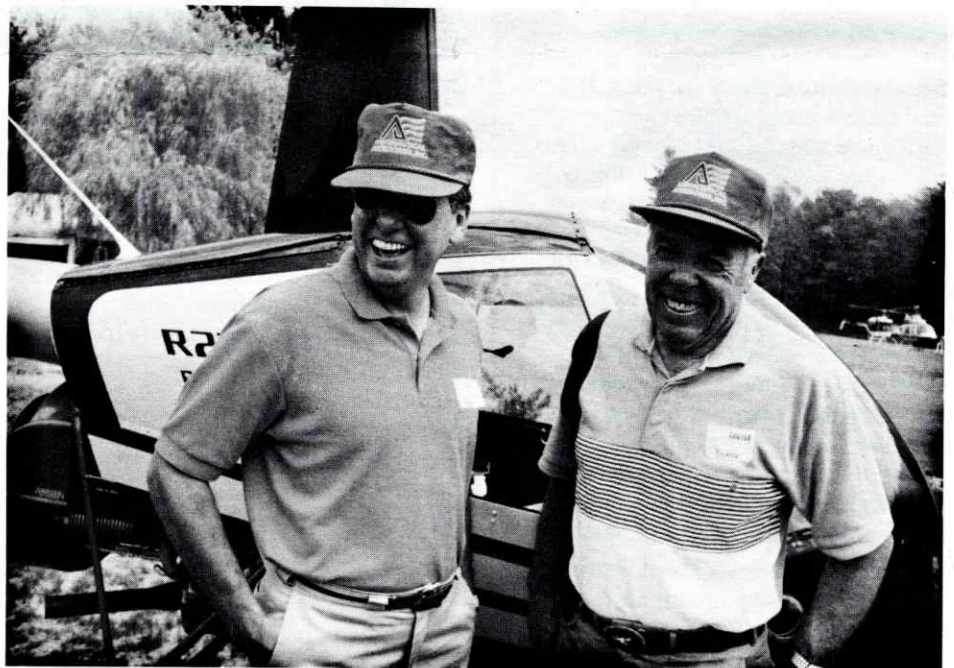
There were five participants who spotted five of the six objectives. After the cards were dealt, John Burke received a rotor blade clock for the highest hand. Rick Wickson was awarded with a David Clark Headset for second-best. Third prize was a gift certificate in the amount of \$100.00 to Sporty's Pilot Shop given by New Hampshire Helicopters. George Vincent received, as fourth prize, an inspection flashlight from everyone at Bendix West Coast. Last, due only to the cards, was Phil Glavickas who was rewarded with a Pilot's Flight Desk from Aero Products Research, Inc.

Sweeping the two out of six category was Stub Thomas. He'll never be in the dark again thanks to his mini inspection flashlight.

A well deserved thanks to Don Meader for all his efforts in putting the rally together, the folks from LADCO presented him with a David Clark Headset.

The pilots involved, whether prize-winners or not, would like to thank their respective navigators and crew members for their help. A final thanks you to Aeronautical Accessories, Inc. for donating all the hats.

One thing's for certain, next summer's picnic will be an event you won't want to miss!



Left to right. Enjoying NEHPA's Summer Picnic and Meeting: Ron Roy, Director of Aviation, State of Maine; Harold Buker, Director of Aviation, State of New Hampshire.

ERHC MEETING REPORT

On Wednesday, July 11th, I put on my NEHPA hat (yes, I still have one) and attended the Eastern Region Helicopter Council (ERHC) meeting in Hasbrouck Heights, NJ.

Their meetings are more structured than ours, but that's to be expected when you consider that their members are companies that operate helicopters, while NEHPA's members are individual pilots. But nevertheless, the meeting was very interesting and informative.

The most interesting discussion centered around the 34th St. and 60th St. heliports. Representatives from the New York Ports and Trade Department, which has the responsibility for these facilities, presented the current status of Master Planning effort to obtain funding for heliport improvement. Sounds like good news, eh? Not so fast!

At 34th St., in order to get Federal funds, they have to meet the dimensional criteria outlined in the FAA Heliport Design Guide. Anyone who has ever landed at 34th St. will understand why the proposed Master Plan reduces the number of landing spots from seven to *three!* This was obviously not well received by the ERHC membership, and the meeting was "vocal" to say the least. The final outcome is uncertain, but it appears the changes will be implemented sometime in the future.

But, even worse, is the plight at 60th St. A major high-rise development has been approved on Roosevelt Island, including a tall building right smack in the middle of the approach/departure path, that even a Bell 412SP couldn't leap in a single bound. The FAA has indicated that this will shut down that path, and the only alternative seems to be an approach down the West channel of the East River, with a quick hook at the end onto the helipad. The problem however, is that this is the route we used years ago that was shut down because of noise complaints. Bottom line: it doesn't look good for the future of 60th St.

If you have any interest in this situation, I suggest that you contact George Pisa, ERHC president, at (201) 539-1840, and bring your political/business clout to their aid. They need all the help they can get.

The meeting adjourned to the bar, where the "real" agenda took place.

John Anderson

FAA HONORS NEHPA

On June 27, the FAA held its Second Annual Awards Ceremony for Achievement and Excellence at the Officers' Club, at Hanscom Field. This is an annual event sponsored by the FAA to honor 13 of the FAA's employees in the region in various categories of achievement and excellence. As part of this program FAA employees are also able to award a single award to a non-FAA individual or group who have in some significant way either promoted or enhanced the role of aviation and/or the FAA, or who have served to promote aviation safety in any manner. We are grateful that this year's award was given to the New England Helicopter Pilots Association.

NEHPA President, John Burke; Treasurer, Bob Reynolds; Secretary Dave Graham and ATC Committee Chairman, Jack Keenan all attended the ceremony.

The award was presented to NEHPA for NEHPA's active participation in the design of safe and efficient helicopter routes to and from Logan Airport and also for NEHPA's activity in modernizing the instrument flight rule helicopter procedures in the Northeast corridor. In addition, NEHPA was recognized for keeping pilots aware of the latest changes and developments through our newsletter and attendance at user forums and briefings, and NEHPA's active support in the non-aviation community, through our willingness to respond to environmental concerns and educating the community on the role of aviation in the New England area. It was also noted that NEHPA has worked well with local communities and representatives to promote the safety and efficiency of helicopter routes.

NEHPA President, John Burke, accepted on behalf of the Association, a framed Certificate of Appreciation from Regional Administrator, Arlene Feldman. This certificate will be on display at NEHPA's Safety Seminar on September 29.



Left to right: Jack Keenan, NEHPA ATC Chairman; John Burke, NEHPA President; Arlene Feldman, FAA Regional Administrator.

REMEMBER WESTFORD IN NOVEMBER

NEW RATINGS

Owing to our regular summer recess the following new ratings aren't so new. Dating as far back as April, these accomplishments still need to be recognized. Congratulations from everyone at NEHPA!

From B & A Helicopters, Plymouth, MA:
Solo—

Francis Arrigo
R22 CFIH Bob Lothrop

Chip Morse
R22 CFIH Bob Lothrop

Patrick Dwyer
R22 CFIH Bob Zepf

William Cleary
R22 CFIH Bob Lothrop

Private—
John Guinzali
R22 CFIH Bob Lothrop

Edward Cain
R22 CFIH Bob Lothrop

W. Michael Radoslovich
R22 CFIH Bob Lothrop

Commercial—
Joseph Paulanthony
R22 CFIH Bob Lothrop

From Northeast Helicopters, Inc.,
Hangar 2, Ellington, CT:

Private—
Patrick Squaratti CFIH Lynda Bandoni

Jan Jvar Skjedsuld
CFIH Snorre Wigdahl

Commercial—
Ketil Eliot Ness CFIH John Merrick

Instrument—
Ola Lysensten CFIH Stale Hunsland
Karl Schulz CFIH Stale Hunsland

CFI—
Lars Andreesen CFIH John Merrick
Marc Warren CFIH John Merrick

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TIP O' THE HAT

A well-deserved "tip o' the hat" goes to Joe Brigham for inviting us all to use his new facility in New Hampshire for our first annual summer picnic. Anyone who wasn't able to attend missed a good time and a chance to tour an impressive operation.

A big hand goes to Art Godjikian too. He recently volunteered to serve as NEHPA's representative to HAI's Legislative Committee. As this task requires travelling and putting forth countless hours of hard work, I'm sure we can all appreciate the terrific job he's doing.

Applause is due for Frank Jensen, President of Hai, as well. His informative and entertaining presentation at our May meeting was a highlight for all.

A somewhat biased thanks to Phil Glavickas for donating his rally prize to an enthusiastic young pilot on her way up in the world.

Last but not least, thank you to all the members who have submitted articles to the *123.05 News*. Every entry is appreciated. Keep them coming!

Thanks to All! Ed.

New England Helicopter Pilots Association

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