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NEWS

## FROM THE PRESIDENT

### 1991 Safety Seminar

The Safety Seminar Committee has organized another top-flight safety seminar for 1991. This is the year to go back to basics. The Committee has chosen a theme for this year's seminar—weather. As we all know flying in the New England area makes us all weathermen of sorts, but understanding how to get a good weather briefing, knowing the consequences of not doing so, and understanding weather forecasting's limitations are essential skills for every pilot and at every level of experience.

We will start our morning off with a team from the Bridgeport Automated Flight Service Station, under the direction of Facility Manager Ed Stanton. Do you know how to get a proper briefing for a helicopter flight? Is there such a thing? Do you not get briefings because you don't want the same old airplane briefing or you don't know what weather products are available or how to ask for them? As helicopter pilots we need to be able to access different pieces of weather information and in a different priority than fixed-wing pilots. If you don't know how to access this information and what is available, you may not be adequately preparing yourself for flight in accordance with the FAR's. The personnel from Bridgeport AFSS are anxious to attend this seminar and give a helicopter oriented presentation on how we can get our best weather briefings.

The second segment of our seminar will be given by Ray Wald, an NTSB Accident Investigator. Ray has 23 years of experience as a helicopter pilot and holds a degree in Safety Management. He has been a corporate pilot for 13 years in the Gulf of Mexico, an Army helicopter test pilot and also served in the Army in Vietnam. Ray will share with us a number of cases of helicopter/weather related accidents, share with us many of the mistakes made by other pilots and discuss the causes of many weather related helicopter accidents.

Our third and final segment will deal with things you should know about the limitations of forecasting weather in New England. And who better to explain that but the "Dean of New England weather forecasting", former WBZ-TV Chief Meteorol-

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## SEPTEMBER SAFETY SEMINAR

September 7, 1991  
Westford Regency Inn,  
Westford, MA  
8:00 A.M. to 1:00P.M.  
**AGENDA**

Ed Stanton, Facility Manager Bridgeport  
Automated Flight Service Station  
Ray Wald, NTSB Accident Investigator  
Don Kent, "Dean of New England  
Weather Forecasting"

## NOMINATING COMMITTEE

Don't forget, our Nominating Committee is hard at work putting together a recommended slate of Officers for 1992. If you are interested in serving as an Officer please contact John Anderson, Chairman of the Nominating Committee to let him know of your interest (508) 655-8733. The Nominating Committee will give its report and we will also receive any nominations from the floor at the November meeting.

## CORPORATE MEMBERSHIP

In 1990, NEHPA voted to create a Corporate Membership in order to include those corporations who actively participate and sponsor all the important NEHPA activities that support aviation safety and professionalism amongst helicopter pilots.

All of the dues generated from these corporate memberships will go specifically to funding our annual Safety Seminar and we will not otherwise independently solicit these corporations for that purpose.

We are pleased to inform you that we have exceeded our goal and now have twenty-two (22) new corporate members who have "invested" in NEHPA and NEHPA's efforts on behalf of aviation safety. They are listed on this page.

We want to take this opportunity to thank all of these corporations for making this commitment to aviation safety and let all our members know of their generosity.

Please be sure that you "thank" these Corporate Members for their commitment to NEHPA when it comes time to utilize the services or products that they offer.

## NEHPA CORPORATE MEMBERS

Aerospatiale Helicopter Corporation  
Alpha Aviation Insurance Agency Inc.  
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 Helicopter's, Inc. · New Hampshire Helicopters Inc.  
Robinson Helicopter Company · Sherman Crane Service, Inc.  
The Radio Shop, Inc. · The Wickson Companies  
Wiggins Airways · Yankee Helicopter, Inc.



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ogist, Don Kent. While Don does not normally make these kinds of presentations he enthusiastically accepted our invitation because of his strong interest in helicopters and aviation. He will help us understand the limitations of New England weather forecasting and give us many helpful tips on New England weather.

As you know you can come by car or helicopter, but above all make sure you come. Please be sure to fill in your reservation form immediately since we need to get an accurate head count as soon as possible.

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

See you on September 7th!

John P. Burke, President

## WHO'S WATCHING THE STORE?

In case you didn't know our top-notch Treasurer, Bob Reynolds, has had to temporarily relocate to the southwestern part of the country for job related reasons. As I'm sure you are all aware, Bob has done a superlative job putting NEHPA's finances in order and we will sure miss him for the rest of the year. Hopefully he will be back with us soon. In the meantime, President John Burke has appointed Brian MacGillivray, of Boston City Heliport fame, to act as NEHPA Treasurer.

Thanks Brian!

## PART 157 UPDATE

By Barry Bermingham & Tony Willett

The very strong effort extended by your association, in partnership with the FAA in New England, to provide relief from Part 157 proved to be successful. On July 24, the agency published a revision to the very restrictive amendment which is scheduled to become mandatory on August 30.

While the amendment will still become effective on that date, it will incorporate the clarifying revision. This unusual action minimizes the impact on the helicopter community under the original provisions of the rule. Those provisions addressed establishing an airport or heliport in a residential, business, or industrial area, or within close proximity to another airport.

In essence, the revision removes the previous restrictions regarding notice requirements for certain temporary airports and landing areas. The FAA recognized that there may be a number of reasons for multiple operations to a site with no intent to establish a heliport or airport within the meaning of Part 157.

The revision also amends the wording to correspond with the current language of the rule, with which NEHPA is familiar, and minimizes the potential for different interpretations that operators were facing. It also excludes, from the notice requirements, anyone who intends to use a site on an "intermittent" basis for less than one year. It defines intermittent as using a site "for no more than 3 days in one week and at which no more than 10 operations will be conducted in any one day." The FAA considers that any operations beyond these limits should be evaluated for potential impact to adjacent airspace users.

Finally, the revision identifies the appropriate FAA office to contact by phone in those unusual or emergency situations described in the amendment. The original amendment did not specify the appropriate contact.

Although this change is final within the month, the FAA is inviting any comments or data pertinent to the issues addressed in the amendment until November 21. Comments should be sent in triplicate to: FAA, Office of the Chief Counsel, Rules Docket (AGC-10), Docket 25708, 800 Independence Ave. S.W., Washington, D.C. 20591.

To obtain a copy of the rule and its background, including arguments considered in arriving at the final version, write: Office of Public Affairs, Public Inquiry Center, APA-200, at the same address, and request the same docket information.

This process clearly demonstrates the value of the public-private partnership and the benefits to be gained through the NEHPA organization in representing the interests of vertical flight. The key is to carry your share of the burden and speak out on behalf of the vertical flight industry. Don't always assume that "somebody" will do it for you.

The next time someone introduces himself by saying: "Hi, I'm from the FAA, and I'm here to help you," in New England at least, it's a true statement.

## NOVEMBER MEETING

Be Sure  
to Mark Your  
Calendar!

Thursday  
November 7, 1991

Westford Regency Inn  
Westford, Massachusetts

Social Hour—6:30 to 7:30 P.M.  
Meeting—7:30 P.M.

## YO... THANKS.

The Activities and Public Relations committee extends a very big **THANKS** to everyone who gave generously of their time. The support of the events was great. I would like to extend a few special thanks to those folks who provided helicopters for display and transport; Pheasant Lane Mall, Matt Hagerty and Rick Wickson; Market Square Days, Steve Pearce, Evan Wilde, and N.H. Helicopters; and Hanscom Airshow, Ivan Jaffe, Ray Lange, Henry Wifholm, George Vincent, Rick Wickson, and John Burke.

I would like to also extend a special thanks to a few other folks who went the extra mile in effort for the association... Mike Rhodes, who was ringmaster for Pheasant Lane mall, John Scanlon, who orchestrated Market Square days, and Ed O'Donnell, who spent three days at the Hanscom Airshow doing anything and everything including notching another mechanic save.

How many potential contacts did we have with these three events? Well, the mall traffic was estimated at 20,000-30,000 people a day for 3 days, Market Square days was about 100,000 people, and the airshow estimated attendance was 750,000. Even though we didn't talk to all of these folks (although if you had asked me at the end of the day I would have said we had) we did talk to many thousands of people. Dave Cunningham certainly felt like he had lifted thousands of kids in and out of the JR for their pictures to be taken. Yes, we now have many thousands of photographs of kids, Moms, and Dads sitting in, standing by or posing in front of "their" helicopter. Those pictures and **positive** images of helicopters may be in your town when you want to get some approval.

Again I want to **THANK** everyone who helped out. Your efforts were good for Helicopters, Aviation, community and YOU! Correct information begets good decisions... ignorance begets lousy decisions. You have provided good information to thousands who simply didn't know. I want to close by telling you a story about a 10-year-old girl who I met at Market Square Days. She was riding her bike and was wearing a helmet. I complimented her on riding with a helmet for safety's sake. We talked a little bit about helicopters for a while and I sort of drifted on to other conversations kinda "overlooking" and forgetting this small person. This small person hung around watching for a while and at the end of the day as I was packing up stuff to carry to my truck, she asked if she could help carry some stuff for me. Since she was a wee bit small and already burdened by her bike, I thanked her and

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said I was OK. She asked if she could walk with me and I said it would be a pleasure if she would walk with me as I carried my stuff to the truck. As we were walking to the truck she said, "I was afraid of Helicopters!"

I was a bit startled. I asked why and her reply was, "I don't know." Before I could reply (kids are quick), she said "but I touched one!" I asked her if she were afraid of helicopters now and she replied with an emphatic, "No!" Folks, that is what this effort is all about.

THANKS. On to Manchester Sept. 28 & 29. Let the Good Folks continue to Win!

Contributed by member, LaRay Todd

## NEW MASSACHUSETTS AERONAUTICS COMMISSION EMERGES

For openers, we fully realize that our "back yard" encompasses the entire six-state New England region. However, when any one of our states experiences the type of anti-aviation attitude from within its state form of government, as Massachusetts has during the past four years, any bit of change prompts headlines. Fortunately, the change has been a dramatic shift toward a pro-aviation attitude. We'd like to share a little of what's happened with you.

Without kicking anyone while he's down, the era of the community activist as a member of an aviation agency calling the shots on those of us who are users of the system, has come to an end within the Massachusetts Aeronautics Commission. In its place is a new five-member board that is headed up by Commission Chairman Sherman W. "Whip" Saltmarsh. Whip brings with his appointment an extensive background of legislative experience and respect, as reflected in the new bond issue that will be put to use in upgrading the aviation facilities that have been neglected during the past four years.

Joining Whip on the Commission is Jim Slattery as Vice Chairman. Jim is an aircraft owner and is working on obtaining his instrument rating. Henry Crouse is another new member who is also an aircraft owner and a senior staff member at Digital. He, at one time, oversaw the operation of the D.E.C. flight department. Jim Fullerton is the fourth member of the new Commission who also is an aircraft owner and an attorney with offices in Wellesley and Nantucket. His Baron plays an important roll in Jim's everyday activity. Rounding out the Commission is William "T" Thompson, an Air Force Academy graduate, a local businessman, and a Delta Airlines First Officer on the new Boeing 757/767 series. "T" is serving his third

term as a member of the Commission and his reappointment is a big plus.

As if that weren't enough, the new Commission has named, for the first time in its 52 year history, a seven member Advisory Board. We thought you might be interested in knowing a little about the Board. You might recognize a few familiar names, such as the Board's new Chairman, Bob Wilkie. Until recently, Bob was the New England representative for A.O.P.A., from which he retired to assume his new duties.

Others serving on the new Board with Bob include, Gordon R. Barrington, a New England native who is the Public Affairs Officer for Delta Airlines. While "homeported" in Atlanta, Gordon's back yard consists of the entire Delta system. He has not forgotten his roots where he began as a station manager for the old Northeast Airlines which eventually merged into Delta.

Our very own John Burke was asked to serve on the Board and, thankfully, has accepted. John's input will be vital to the Boston heliport/vertiport study that will address the interests of a vast number of NEHPA members, and he will likely play an active role in the final disposition of the dreaded landing area regulations that were placed before us, though never enacted.

We know you'll be interested in John's appointment to this important role.

The fourth member of the Board is Anne Marie C. Desmarais, who is the current President of the Hanscom Pilots' Association and an environmental consultant in the work-a-day world. She resides in Maynard, MA. Also serving on the Board will be David E. Harris of Beverly, MA. Dave is a long-standing pilot with American Airlines who is currently based at DFW, flying the MD-11 (the improved version of the DC-10) on a non-stop route to Tokyo. Don McPherson is the sixth member of the Board and is the owner/manager/operator of the Stow-Minuteman Airport. Don is also the President of the Massachusetts Aviation Taskforce and is additionally serving as the Secretary-Treasurer of the Massachusetts Airport Management Association. Rounding out the Board is Ralph D. "Sandy" Sandford, who is the retired Chief Pilot for the Gillette Corporation and an active member of N.B.A.A. Retirement did not stick very closely with Sandy, as he has returned to the cockpit as a pilot with M.I.T.'s Lincoln Labs at Hanscom Field. Sandy is also the President of Acton Aviation.

Finally, another familiar name has crept into the picture. During its May meeting, the new Aeronautics Commission named long-standing NEHPA Secretary, Dave Graham, as the Commission's Acting Director while the Saltmarsh Commission conducts a true nation-wide search. Dave has indicated that his hat and resume are in the ring.

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## HAI REPORT

Last May I volunteered to represent NEHPA and the New England region on HAI's Legislative Advisory Committee. The LAC was being restructured in an effort to get participation from members representing the various regions around the country. It was hoped that this regional approach would enhance communication and help alert the HAI regarding legislative matters that might warrant the HAI's attention.

Presently, there are members representing the 10 FAA regions in addition to 3 at-large members. There are also members representing manufacturers, the public sector, and other HAI committees. Meetings are usually held in conjunction with HAI Board of Directors meeting and are well attended. We always have a full agenda and lots of lively discussions surrounding the issues we are addressing.

As I reported to you earlier this year, I was elected vice-chairman at our Heli-Expo 91 meeting. I assumed the chair effective 1 July. I look forward to leading the LAC during the next year. There are several important issues before us, some on a regional level, others have national implications.

The regional problems are most often legal issues surrounding helicopter landing rights and noise abatement. At the federal level we have addressed product liability, excess helicopters, V-22 funding, and the luxury tax. Environmental issues are also a growing concern. We will soon be spending more time discussing the Clean Air Act Amendments of 1991, national noise policy details, and leaded fuel restrictions.

Of late, the LAC has been somewhat bogged down trying to convince the Board of Directors to take a stronger stand on the public vs. private sector. Thus far the board has refused to embrace the LAC recommendations. This conflict has created some tension between the board and the LAC. My immediate goal is to keep the LAC focused on the issues stated above, while hopefully mending some fences with the Board of Directors.

Recently, many of you received a request to fill out and return a survey listing legislators and federal officials you are acquainted with. Please fill it out and return it to the HAI as soon as possible. This information will help us have a greater political impact at both the regional and national level.

It promises to be an interesting year. Please speak with me if you have any comments or concerns. The next LAC meeting is scheduled for 24 Oct. in Alexandria, VA.

Contributed by member  
Art Godjikian



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The Commission and its newly constituted Advisory Board will serve throughout the term of Governor Weld and Lt. Governor Cellucci. Together, they will develop policies that will have a far reaching effect on the entire aviation community well into the next century.

Contributed by member, David Graham

### 123.05 NEWS

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We will consider for publication any photographs or manuscripts, and particularly seek material that has educational value to our membership. Address submissions to the Editor, Elberta Hilliard, 8 Hope Street, Hopedale, MA 01747-1814 or FAX (508) 651-9276.

NEHPA is an affiliate member of Helicopter Association International.

### Mike Collins Solos on His 16th Birthday

Bob Lothrop of B & A Helicopters at Plymouth, MA and Nashua, NH airports soloed Mike on his 16th, on the 15th of

July and gave Mike the best birthday present a kid 16 could ever want—his first solo flight in a Robinson 22. Mike legally flew before he legally drove an automobile because his driver's permit test was scheduled 3 weeks later.

Mike wants to pursue the U.S.A.F. and aviation as a career and loves helicopters. He works a summer job for B & A Helicopters headquarters at the Plymouth airport and is a member of NEHPA.

Paul, his proud father, said after his son's feat; "I never knew a Robinson could do a victory roll!"



## 1991 NEHPA SAFETY AWARD

The 1991 NEHPA Safety Award will be presented at this year's NEHPA Safety Seminar on Saturday, September 7, 1991 at the Westford Regency Hotel. The Officers have received several nominations for this award, but will not make a decision until shortly before the seminar. If you would like to submit a nomination please contact John Burke (508-655-8733). This will be our 7th annual award and the previous recipients were as follows:

- 1985  
Robert Girouard
- 1986  
John Anderson
- 1987  
Arthur S. Davis
- 1988  
Med Flight/Life Flight
- 1989  
George F. Vincent
- 1990  
Joe Brigham

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