



PHPA Members Learn About Helicopter Operations During Hurricane Katrina

By James Paules - PHPA Board Member

PHPA members were treated to rare presentation during our November 9th Dinner Conference and General Membership Meeting hosted by the LA City FD Air Operations facility on the grounds of the Van Nuys Airport. Presentations were offered on Helicopter Rescue Ops during Hurricane Katrina. Our presenters painted a compelling story of how a diverse group of aviation rescue professionals were able to craft together an aerial operation that clearly saved countless lives in a flooded metropolis.

Presenters included:

Deputy Pat McKernan with the L.A. County Sheriffs Aero Bureau pictured above. Cmdr James Sommers presented an overview of the U.S. Coast Guard response and was joined by USCG crew members that were on scene during the Katrina response. LA City FD Captain Jack Wise offered a look at the rescue response mounted by the Department's Swift Water Rescue Resources. Michelle Riebeling also joined us from the LA City Emergency Preparedness Department.

Thanks to all of our presenters !!



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PHPA



Message

From the President

The passing of another year always causes one to reflect. Where am I now? Is this where I want to be? Is this where I *planned* to be? Where will I be a year from now? I hope that your answers to these questions are as you had anticipated. For me, the answers to these questions do not come easy. 2005 was a year of change. But as I look back on these changes, I realize that one's path is not always clear until you have traveled on it a bit. For some, like me, a bit farther than others!

It is not much different for businesses or organizations. The winds of change are always blowing and it is important to know when to "go with it" or turn into them and fight to stay on course. 2005 was a year that your Board of Directors of the PHPA made a commitment to "*stay on course*" and not let these winds blow us away from the roots of our foundation. The very roots of this organization are planted in extremely fertile soil and we have pledged to continue to nurture that soil. The soil that I refer to, is you, our membership.

The first quarter of this new year is already packed with exciting events. The PHPA is joining together this month with the FAA, Van Nuys Airport and the Artel to bring all helicopter operators the "The LA Basin Helicopter Forum" on January 18th. Next month the PHPA will be exhibiting at the HAI Heli-Expo in Dallas, TX. March will see the return of Helicopter Awareness Day at Santa Monica Airport on March 25th. All of these events are examples of our commitment to increase your access to educational forums, increased the PHPA's community outreach, and a growth in our membership base.

2006 also marks the introduction of the new and improved PHPA Website at www.phpa.org. This comprehensive overhaul is designed to assist helicopter operators in accessing important information relevant to their safe and "neighborly" operations. This reorganization of content and ease of navigation is only the beginning of what "your" PHPA intends to bring you in the way useful and relevant recourses. Keep checking our website regularly to keep abreast of what new events are coming and what tools are available.

I invite everyone in our membership to join in and participate as much as possible this year. Without your input, and more importantly, your interaction with other members, the anticipated benefit of these great programs developed for our membership will never fulfill the potential that your peers have worked so hard to achieve. Only with all of us working together can we "*Coordinate efforts towards improving communications, methods of operation within the airspace system, or any other area that will contribute to the safety and education of all pilots*".

Ask Ray Prouty

A New Feature of the PHPA Newsletter

Q: Why are some tail rotors mounted on the right of the tail boom and some on the left?

A: For helicopters whose main rotors rotate in the "American" direction, a tail rotor on the right is a "tractor" since it is pulling on the tail boom. On the left it is a "pusher." From an aerodynamic standpoint, the pusher is preferred since it is sucking air past the vertical tail rather than blowing on it. This means that the fin produces a smaller adverse force and the pusher tail rotor does not have to work so hard to provide the necessary antitorque action and therefore uses less power than had it been a tractor.

Despite this pusher advantage, you see tractors on a number of helicopters. The Bell UH-1s and AH-1s started out with pushers, but they had troubles in left sideward flight when they got into the vortex ring state at 15 to 30 knots. We still do not fully understand this phenomenon. What we do know is that if the tail rotor is rotating such as the top blade is going forward, the troubles are greater than when rotating the other way. Bell reversed the rotation of the tail rotor by putting it on the other side of the fin. This improved control in left sideward flight while making a performance penalty in other flight conditions.

In the new versions of these helicopters for the Marines, the tail rotor is again a pusher, but it rotates in the "correct" direction due to a change in the gear box.

You can also see a tractor installation on the Sikorsky Black Hawk. This is due to the desire to get some vertical lift out of the tail rotor by canting its axis up 20 degrees. Putting it on the right side minimizes the chance of it flapping into the vertical fin.

PHPA members are encouraged to send their questions to Ray at :

Ask Ray @PHPA.org

PHPA - Welcomes our new & renewing members from around the country:

Patricia Neubert	Las Vegas, NV.
Daniel Funk	Kenneth City, FL.
Neal Jacob	Seattle, WA.
Michael White	Fresno, CA.
Kevin McIntyre	Irvine, CA.

.. Thanks to all for your support !!!!

L.A. Basin Helicopter Forum

By Jim Davidson, Orange County Fire Authority and Ricarda Bennett, Esq.
January 18, 2006

Over 150 pilots, federal and state agency representatives attended the informative seminar held at the VNY Airtel on January 18, 2006. Kathleen O'Brien, FAA organizer of the event, opened the meeting by thanking AirTel Plaza Hotel (Jim Dunn), California DOA (Kurt Haukohl), PHPA (Robert Butler), the Van Nuys FSDO (Karla Borden) and various other sponsors for their generous support of the LA Basin Helicopter Forum and their diligences in getting the word out to the helicopter community. The purpose of the meeting was to encourage an information exchange among the airport managers and air traffic controllers and pilots. Operational presentations were made by the airport personal from Long Beach, Torrance, Fullerton, Compton, Van Nuys, Whiteman, Burbank, San Monica, Los Angeles International, Los Alamitos AAF, Camarillo and Oxnard airports. The forum was open to questions and comments from the audience consisting of an outstanding representation of the helicopter industry in the Los Angeles Basin and surrounding areas.

Noted in the audience were representation from numerous local law enforcement agencies, various County and City Fire Departments, News Media groups, FAA Part 135 Operations, FAA Part 141 Operations, EMS Operations, local Utility Air Operations Sections along with numerous individual helicopter pilots and industry supports.

Some of the highlights noted by the manager at Fullerton, Mr. Ron Prost, pointed out that the three helicopter parking spaces at the airport are not for landings. The pilots need to shoot the approach to the runway and hover taxi to the parking spots. He also noted that of the 50 noise complaints he gets a year from the airport neighbors – 40 of the complaints



Robert Butler, PHPA President addresses the Van Nuys meeting

Tito Gonzalez – Manager, Air Traffic Control Tower – Torrance Airport



are about helicopter noise. Most of the complaints are about media helicopters hanging out over an accident not from the flight operations at the airport. The public typically calls the nearest airport in order to find someone to register their complaint. The Operations Officer from Los Alamitos Army Airfield, Captain Carlson, put out the welcome mat for the civilian helicopters pilots practicing Precision Radar Approaches (PRA) to utilize this service at Los Al for missed approaches. However, if you want to actually land at the airport it is necessary to have your insurance, and hold harmless documents approved and on file at the airport. Then if you are inclined to practice full “touch and goes” you could do so, with permission, on the concrete or dirt pads (if you dare), but you need to stay away from the asphalt – which was recently re-paved.

LAX has the only public use rooftop helipad in L.A. Tom Bennett, from LAX, invited helicopter pilots to sign a Letter of Agreement. Remember to call ahead if you intend to land at the helipad and pick up passengers from the airport – otherwise the helipad exit door will remain locked.

Salina Burke, Airport Manager for Van Nuys, said the number of helicopter complaints has decreased over the past five years. There was also a discussion by the ATC manager Chuck Chamberlain, and Don Lewis on letting the tower know if you are going to fly at a higher altitude to mitigate the noise as you fly over the airport.

Kurt Haukohl (California DOA) presented an innovative overview of the latest changes to heliport and helicopter parking marking that will start appearing on newly licensed and approved helipads around the LA basin and the State of California. He also pointed out that pilots can distinguish between helicopter parking places and landings spaces by the color of the markings. Parking places should be painted yellow and the takeoff and landings spots should be painted white with an “H” in the center. Kurt noted that California has over 450 licensed Heliports in the State of California which equals the combined number of licensed heliport in the other forty-nine individual States.

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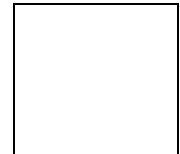
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Robert Butler (PHPA) hosted a review of the Los Angeles Helicopter Route Chart and challenged members of the helicopter community and audience to gather information on recommendations for future changes and upgrades. It was re-issued in December 2005. He then introduced a new method for obtaining input from the pilot community via a message board at the PHPA web page – “Helichart@PHPA.org.” So please write in and share your thoughts to make this a more effective chart.

Kathleen O'Brien again thanked AirTel Plaza Hotel (Jim Dunn) and his fine staff for out doing themselves in hosting this gathering of the Helicopter Industries representatives by providing an outstanding seminar room, lunch and refreshments throughout the day. Jim Dunn thanked everyone and graciously offered to host the event again next year. There were many more valuable hints on what you should know about landing at various airports than can be covered in this article. So put it on your calendar to attend next year's forum at a date TBD.

End

Professional Helicopter Pilots Association
Post Office Box 7059
Burbank, CA. 91510-7059



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