



4Q 2006

LAPD Air Support Division Celebrates 50 Years of Service

By James Paules - PHPA Board Member

PHPA Board members were on hand December 6th at the LAPD's Air Support Division to help them celebrate 50 years of airborne service to the Los Angeles community. Held at the Hooperman Heliport atop the Piper Technical Center, LAPD executives including Chief Michael Hillmann and Captain Thomas Runyen were on hand to reflect on Air Support's many accomplishments.

Since 1956 when the LAPD's Hiller 12-C first flew patrol duty the Air Support Division has grown to patrol a city of 465 square miles which includes arid desert climate, Pacific Ocean shoreline harsh mountainous terrain.



The presentation paid tribute to an organization that has grown to include 50 pilots and 27 flight officers that responded last year to 43,324 calls and was first on scene 15, 187 times - an enormous step forward from 1956 when four officers logged 775 total hours of flight time.

Always looking to better equipment, the ASD added its first Bell 47 in 1959 while 1968 brought the Bell 2-6A Jet Ranger into the fleet. In 1989 Air Support acquired their first AS350 - the ASD fleet currently boasts 12 AS-350B2 A-Stars and four Bell 206 Jet Rangers.

Beyond their significant technical advances, the LAPD has done more than perhaps any other flight organization to convince the public of the value of helicopters in law enforcement. Their role during the highly televised robbery of the North Hollywood Bank of America branch in 1997 and critical work during the devastating 1994 Northridge earthquake delivered graphic reminders of how helicopters serve public safety every day.

Air Support on average compiles the following performance statistics year after year:

- 18,000 average annual flight hours
- 15,000 First as Scene to calls
- 325 Vehicle & 11 foot pursuits
- 1,600 Recovered vehicles

The Board of Directors and members of PHPA congratulate the men and women of the LAPD Air Support - an organization recognized world-wide for their leadership in law enforcement aviation.

In this Issue

- *50 Years of Service at LAPD Air Support*
- *Year end member mixer at Long Beach*
- *In Memoriam - Mercy Air Crew*
- *LA City FD - Air Ops*
- *Message from the PHPA President*

PHPA members Gather to Celebrate Year End

PHPA held a General Membership Meeting and Social Mixer on November 9th at the new Stefano's daVinci Ristorante, located at KLGB.

The event was attended by approximately 35 current and new members. The goal of the mixer was to allow an exchange of ideas and stories among the diverse group of helo communities and a chance for new pilots to learn about these various communities.

The evening's highlight to stimulate exchanges were three presentations by local helicopter operation managers and pilots.

Mr. Roy Cox, Program Director, Mercy-Air in Southern California (pictured below, left, with member Bill Graham) discussed his EMS operations, equipment used and normal pilot qualifications.



Mr. Bob Spencer, CFI – Western Operations Helicopters Division, a part 141 helicopter flight school discussed life after flight schools.

PHPA's 2007 Helicopter Awareness Day lands again at Santa Monica Airport on Saturday March 24th, 2007.

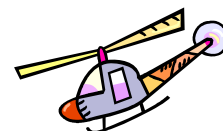


PHPA Board members Jim Davidson (RT) with Dorsey Wingo

The evening was an intimate setting that allowed for conversations and mingling interrupted only by raffle ticket prize presentations.

Thanks to our raffle gift sponsors: Pilot Shop of Long Beach, Robinson Helicopters, Bedrock Sports and Sporty's Pilot Supplies and Cal Pro Sports .

PHPA Director - Jim Sommer



PHPA Setup at Los Alamitos' Wings, Wheels & Rotors Expo.

PHPA Directors Jim Sommer (left) and Jim Paules behaving themselves at the PHPA booth.



PHPA President's Message

Safety in Helicopter Operations to be PHPA's Presidents Main Focus in 2007

Matt Zuccaro, President of the Helicopter Association International, has thrown down the gauntlet to all helicopter operators everywhere. He has made it a goal for our industry to have an "80% reduction in the helicopter accident rate over the next ten years." To implement this agenda, HAI has joined with AHS International to develop the International Helicopter Safety Team to lead the fight in this lofty endeavor. If you go to their website at <http://www.ihst.org>, you will find that every "major" operator working in our industry has joined this effort. Also included are representatives from the leading Aviation Insurance Underwriters, the FAA and CAA, as well as leading industry safety organizations such as the ALEA, AAMS and TOPS to name a few.

So what does this effort mean for us here at the PHPA? Should your organization go to Washington and join these other "alphabet" organizations at the table in this "Safety Team"? Is it necessary for us to do this in order to reduce the Helicopter Accident Rate within our sphere of influence? Indirectly we are. Many of our members already participate in many of the great organizations already at the table. So locally I believe that your organization should join the International Helicopter Safety Team's goals in spirit by committing ourselves to the same goals of the IHST as we establish our Calendar of Events for 2007.

The PHPA was founded on three simple mission components: Safety, Education, and Community Relations. As we look back at our successes in 2006, the PHPA participated in sponsoring 7 successful events for our members. This year we are looking to repeat our efforts with a few exceptions. In 2007 the keyword will be quality and not quantity. I am recommending that each month our membership will receive an updated 2007 Calendar of Events via e-mail. These updates will detail the next specific event with a list of speakers and those topics to be discussed, as well as a brief description of the remaining events for the year. ALL of the events for 2007 will address each of the three mission components for the PHPA as listed above.

Helicopter accidents are not planned. No operator or agency is looking at their flight schedule and identifying a slot for that next "Unintentional Landing". But the fact is that at least one of our members will be in an accident in 2007. It is a statistical fact. In 2005 there were 193 helicopter accidents resulting in an accident rate of 8.52 accidents per 100,000 hour flown in the United States for that year. If we were to bring this rate down 80%, it would have resulted in only 39 helicopter accidents resulting in an accident rate of 1.72 accidents per 100,000 hour flown in the United States for that year. They are easy words to speak, but not an easy goal to achieve. But you have to start somewhere.

I am asking every Regular and Associate Member to pledge to attend at least 3 PHPA events in 2007. And for every Corporate Member, I am asking that they pledge to send at least 10 percent of their pilot, maintenance, or operational employee to each of the events listed on the 2007 calendar. Safety is rooted with a component of knowledge. Knowledge is a two way street. The success of any Safety related event is the exchange of information that arises between the attendees and the participants.

Please pledge yourself today to assist our industry in realizing the goal that Matt Zuccaro has set for us. Change is not the result of great acts by great men. Change is the inevitable bowing of the tide to the will of many ordinary people working together towards that which is best for all.



Robert Butler

President,
Professional Helicopter Pilots Association

Hold the Date!

Your entire crew is invited to the 2nd annual
FAA Sponsored Helicopter Forum.
Wednesday February 21st, 2007

**At the Airtel Plaza Hotel
Van Nuys**

**Space is limited !! - Check out the enclosed
special flyer.**

PHPA

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PHPA Welcomes New Arrivals

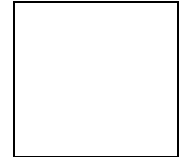
The Board welcomes our most recent new members that have signed up

- Steve Conaway
- Steve Goldsworth
- Monica Alysia Reich
- Leann Benvenuti
- David Benvenuti

Special Enclosure Alert !!

Please note the special enclosure in this newsletter from the Department of Transportation that includes Consumer Information Regarding On-Demand Air Taxi Operations.

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