



MAIN ROTOR

Winter/Spring 2018



Flood Response

Page 8

Fire Response

Page 12

HAI Heli-Expo

Page 5

Cobra Rides!

Page 4

Seminars & Events

Page 6

Hollywood Bowl

Page 6

Newly Minted CFII

Page 7

MAIN ROTOR

NEWSLETTER OF THE
PROFESSIONAL HELICOPTER
PILOTS ASSOCIATION

WINTER/SPRING 2018

EDITORIAL

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Professional Helicopter Pilots
Association (PHPA) California

PHPA MISSION STATEMENT

- Promote safety and understanding among helicopter pilots
- Coordinate efforts toward improving communications methods of operation within the airspace system or any other area that will contribute to the safety and education of all pilots
- Provide a forum for identifying and seeking resolution to local problems of interest to the membership
- Promote community relations between the public and the helicopter industry



President's MESSAGE

Morrie Zagar

Dear fellow PHPA members:
Much has happened since I last communicated with everyone in the previous newsletter!

Please continue to enjoy these newsletters. They are a terrific forum for your Board to pass on information as to what your organization has been doing for the helicopter community. We continue to acknowledge our newest individual and corporate PHPA members in our new member section. Welcome new members!

The Annual Dinner this year will be held on May 3, 2018, at the 94th Aero Squadron at Van Nuys Airport. We look forward to seeing everyone there. Please make sure to RSVP in a timely manner so our hosts at the restaurant can plan for enough food!

Late last year I met with HAI President and CEO Matt Zuccaro while he was visiting Los Angeles. As you may be aware, PHPA is a proud affiliate organization of HAI. We do all the heavy lifting out here on the west coast when it comes to combatting unnecessary helicopter regulations as well as continuing to meet monthly with the FAA and anti-helicopter homeowners groups. Matt and I discussed plans for future all-day safety stand down seminars which will include all three meals and a social hour at the conclusion. These seminars will be FREE to our members. This is just one of many perks that come with your annual dues! Please continue to renew your membership as we cannot host these events without your support!

The PHPA actively joined with the NBAA (National Business Aviation Association) in the fight against ATC privatization. We joined in a letter to Congress and, as everyone is quite aware, were successful in defeating the proposed legislation. Check out this link to view a 90 second video

message of appreciation from NBAA President Ed Bolen. <https://www.nbaa.org/advocacy/regional/nbaas-ed-bolen-thanks-grassroots-activists-for-opposing-atc-privatization.php>

We continued to partner with the FAA and host FAAST Team pilot briefings across the region. During these briefings, pilots get an opportunity to network with other helicopter pilots, get some free education as to what the PHPA is doing to support our industry, as well as discuss the latest updates relating to proposed helicopter noise legislation and get briefed on the monthly meetings I attend with the FAA and the homeowner's groups relating to helicopter noise.

The PHPA was well represented at last years' American Heroes Air Show which was held at Hansen Dam on November 4th. Our sponsorship provided free meals to flight crews. This air show is a great opportunity for helicopter pilots to mingle with the public and educate them about all the wonderful work we do. It is also a terrific venue for new pilots to speak with experienced helicopter pilots in the various fields we work in to glean some insight into future employment opportunities. I hope to see you at the 2018 show on Saturday, November 3, 2018.

As mentioned before, I continue to attend monthly meetings with the FAA and the anti-helicopter homeowners groups to discuss the helicopter noise complaints registered on the FAA's Automated Complaint System. The recurring, "Hot Spots" are in the areas of the Hollywood Bowl, Greek Theater, and Griffith Observatory. West Hollywood, the area south of the Long Beach Airport, and the neighborhoods of Lomita and Torrance are also areas we, as helicopter pilots, should remain

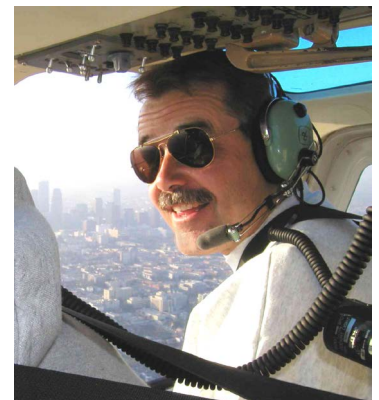
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The Professional Helicopter Pilots Association
is pleased to present:

Commander Chuck Street

PHPA 2018 Lifetime Award Winner



Photos courtesy of Chuck Street

This year we are celebrating our PPHA Past President and long-time member for his phenomenal career and his invaluable contributions to the helicopter industry.

Chuck is the Executive Director of the Los Angeles Area Helicopter Operators Association and is a valuable partner with your PPHA in dealing with the L.A. Noise Initiative. He has a history of charity work, leadership in helicopter operations, radio as well as broadcasting, and is a great representative of the best in our industry.

So, come on out and meet Chuck, hear him regale us with the story of his helicopter life and help us honor him for all he has done for us. It will be a grand evening.

See Dinner flyer on page 10

WELCOME!



PHPA Welcomes Our New Members:



Lance Fisher
Autumn Peach Foy
Hangar 21 Helicopters
Elvis Ubiles Rodriguez



Take a Ride in a Cobra!

by Jim Davidson



The Army Aviation Heritage Foundation's Southern California Detachment will be returning to the Southern California area again this coming summer with an AH-1F Cobra gunship.

As we did last year, we will be basing out of

the Yank's Museum in Chino, CA, for the summer months. Everyone is cordially invited to get a closeup look at a authentic flyable AH-1F Cobra. Rides in the front seat are available for a nominal fee / donation to defer the operational costs of this historical helicopter.

Membership is also available for those who like to support our operation with hands-on support of the AH-1F Cobra "The Black Pearl" gunship this summer.

Our 2018 Yank's and Air Show locations and schedule are as follows:

- ★ Our planned arrival at Yank's is currently scheduled for around May 11, 2018
- ★ **Redland Beerfest at Hangar 24**
Redlands Airport – May 19-20, 2018
- ★ **The Steve McQueen Car Show**
in Chino Hills – June 1-2, 2018



Bell AH-1F Cobra; photo courtesy AAHF

- ★ Western Museum of Flight in Torrance – Jun 16, 2018
- ★ Camarillo Air Show, Camarillo – August 18-19, 2018
- ★ Yank's Museum every Wednesday (workdays – clean and prep for Air Shows)
- ★ At the Yank's Museum on a selective Saturday this summer

Make it a great day – see the Cobra up close and visit Yank's Museum the same day!

* When we're not flying Air Shows, The Black Pearl Cobra is available for front seat rides.

Have something to share?

Send your story along with a pic to: info@phpa.org

2018 HAI HELI-EXPO BY HELICOPTER ASSOCIATION INTERNATIONAL

By Steve "Goldy" Goldsworthy

Each year PHPA has a delegate attend Heli Expo to represent our association at the HAI affiliates meeting. This year was no different, so after some prolonged begging, I was given that privilege. Going to Las Vegas with 20,000 or so of my closest helicopter friends is about as close to heaven as one can get without an IFR ticket.

Walking around the two huge showrooms, and attending several seminars, I left with a few thoughts.

THE PILOT SHORTAGE IS REAL! Ok, if you are a 200 hour pilot, you're still hurting for work, but experienced pilots are being gobbled up. Why? Strong economy, strong oil prices, more money for our military pilots, real retirements of our Vietnam era pilots..... and get this...Rotary to FW conversion programs that target lower time rotary pilots to make the jump over to the regional airlines. HEMS operators have full time recruiters, not just resume receivers but pilots in the industry actively recruiting. One large national operator needs 75 pilots and wants them now!

TECHNOLOGY IS COOL. Lots of cool stuff on the horizon. One is a wire strike radar that sees wires and structures of all kinds from several miles out. The unit interfaces with your current displays and the price point is less than you think.

MANUFACTURERS ARE HAPPY. Many are reporting record breaking years, new and improved models are getting certified and new orders are being placed. Even manufacturers that have yet to build a single certified airframe got orders at the show!

NOISE IS NOT GOING AWAY. From Australia to London, from the US East coast to L.A., the common thread among operators and organizations are noise complaints. While PHPA has fought to keep our airspace as unrestricted as possible, the fight continues. You can do your part to educate yourself as a local pilot. Fly higher, check our website for hot spots, and download the HAI fly neighborly guide.

Until next year in Atlanta, fly safe,
Goldy

Photos courtesy of Colorado Heli-Ops



ERA Bell 216



Kopter SH-09



Guimbal Cabri G2, Anthelion



Metro Life Flight Airbus H-145



SBM Development GmbH RT-216

PHPA Noise Notice to SoCal Pilots:



It's that time of year again

Hollywood Bowl and John Anson Ford Amphitheatre

2018 Concert Season

May-October



The world-famous concert season is upon us once again. As always, it is requested that the pilots avoid flying over the venues or through the Cahuenga Pass during concert show times.

The Bowl area is defined visually with TWO WHITE SEARCHLIGHT BEAMS CROSSED IN THE SKY ABOVE THE STAGE and WHITE STROBE LIGHTS ON THE GROUND during the time period and days listed above.

The Ford Amphitheatre is defined either by ALL THE LIGHTS MENTIONED or by ONE SINGLE STROBE LIGHT (if the Bowl is not operating concurrently).

Pilots are asked to remain further EAST, closer to the I-5 rather than Lake Hollywood or the Cahuenga Pass since both locations are adjacent to the Ford Amphitheatre and the Hollywood Bowl. There is also the Golden State, I-5 Transition (North or South bound) if unfamiliar.

The Hollywood Bowl and the John Anson Ford are located five miles southeast of Bob Hope — Burbank, CA (BUR) Airport and 15 miles north/northeast of Los Angeles International Airport (LAX) near the intersection of airways V186, V459, and V201.

See the following links for more information:

Concert Calendar: <https://www.hollywoodbowl.com/events/performances/?site=2>

Noise Mitigation: <http://www.phpa.org/hollywoodbowl>

Safety Seminars & Events

We have a busy schedule of events this year and more in the planning stages. Come out and earn Wings Credit, meet & greet with fellow rotorheads, and maybe learn something new.

Here's what we have so far:

May 3, 2018

- ★ **The PHPA Annual Membership Meeting & Dinner - 6:30 pm**
94th Aero Squadron
16320 Raymer St, Van Nuys, CA 91406

September 2018 (Exact TBD)

- ★ **Helicopter Association International / PHPA Safety Stand-down**
Airtel, Van Nuys, CA

In the works:

Spring, Summer & Fall (Dates TBD)

- ★ **PHPA/Los Angeles Area Helicopter Operators Assoc FAA Team Wings Seminars**

Los Angeles, Orange, San Bernardino and Riverside Counties

So, keep an eye out on PHPA.org, the PHPA Facebook page and in the coming editions of this Newsletter for more details. We're looking forward to seeing you!



What's Happening with Our Members?

Lance Fisher, Newly minted CFII



Story and photos by Lance Fisher

Hello fellow PHPA members,
Anthony has asked me to give a brief introduction, so here it goes:
So, in 1939, Igor Sikorsky first flew...Oh, excuse me for a second.
What's that, Tony? Oh.
You're telling me I don't have to go back THAT far...just a SHORT introduction. I'm a filmmaker and story teller, so that's a tough one for me. Oh, ok. Let's see...
You older folks remember the TV show 'Whirlybirds'?

Yeah, well it's been proven that TV show was responsible for giving hundreds, maybe thousands of youngsters the taste for helicopter aviation. I was in that club.

On the occasion of my seventh birthday, my father took me to one of the most historically important helicopter agencies, National Helicopter (now based at KVNy) in Glendale CA. This was my birthday present. And then I got hooked.

Ok, the decision to fly was made. So be it. Now what?

Challenge one: I am only seven years old. Ok, that will resolve itself eventually. Challenge two: Money. Maybe that should always be challenge one.

Dozens of airshows later, I figured I would let Uncle Sam help me out and I would join ROTC in college and get into flight school that way. The officer in the ROTC office at my college, decked with insignia and ribbons, looked at my glasses, which I have had since I was twelve, and said, "No way. For aviation, you have to be 20/20 going in. You could be 20/100 the day after you begin, but you have to start 20/20 uncorrected."

I was devastated. The top brass just said I could never fly for Uncle Sam. He may have been accurate in his facts, but he turned me away with no alternatives. I only knew how to follow the rules and those were the rules. I was very naive. There are always alternatives.

The money, the time, and the money just never came around, but I never lost my love of aircraft.

So at the age of 55, when most professional pilots see retirement creeping closer, I started taking lessons, once a week. I knew helicopters were harder than fixed-wing. I was having fun, but it was way way harder than I ever thought. My CFI suggested I fly more often, as my lessons were too spaced out, and my progress was slow. Most of you would immediately see that once a week is always a bad idea in training, but the money, the money. I spent the next eight months trying to squeeze every scrap of skill I could from every lesson.

continued on page 11



Robinson Helicopters R-22

Narrative of Events USCG Helicopter Response to Montecito Mudslide January 9, 2018

Following a harsh fire season, torrential rains created overwhelming mudslides in the early morning hours of January 9, 2018, in the Montecito, CA, region that devastated the community. The Coast Guard launched four helicopters in direct response to this disaster. That day the Coast Guard crews flew 24.5 flight hours and saved nine lives, assisted another 29, and rescued 15 pets.

On the morning of January 9th at 0537 local time, the aircraft commander of the Coast Guard (CG) MH-65D helicopter duty crew stationed at Forward Operating Base (FOB) Point Mugu received a telephone call from the Santa Barbara County Sheriff/Fire Air Support Unit requesting assistance with a medevac in the Montecito area. A strong storm with intense localized rainfall had caused severe mudslides from multiple canyons in and near Montecito. The mudslides had ripped through neighborhoods, damaging and destroying homes, streets, and underground pipelines, and washed over Highway 101 in several sections. The storm was still making its way through their air base at Santa Inez and response time was delayed due to heavy rainfall and IFR conditions. Weather at Naval Base Ventura County Point Mugu (KNTD) was marginal VFR with rain in the vicinity. Santa Barbara Airport (KSBA) near Montecito was IFR with rain and low ceilings. The CG pilot, LCDR Rolla Boggs, connected the Santa Barbara Fire representative with CG Sector Los Angeles to make the official request, then immediately began to gather his crew for launch. Boggs directed the crew to the hangar and briefed them on the mission. Approximately 45 minutes before sunrise the crew launched from FOB Point Mugu in CG 6586, and minutes later was the first helicopter on scene.

Enroute, the crew of CG 6586 prepared for the highest priority mission known at the time, the medevac of two victims whose house had caught fire during a gas leak caused by the mudflow.

Flying on and off goggles through the night IFR environment, the pilots calculated weight requirements, made appropriate notifications, and dumped approximately 300lbs of fuel to ensure an appropriate power margin for the anticipated extra weight. On scene, the 6586 located the two brightly burning homes through NVGs and made contact with the reporting source, a lone first responder. The first responder had transported the two victims, an adult male and adult female, to a clearing near the scene. The 6586 landed in the confined area and immediately disembarked the rescue swimmer and flight mechanic to aid in the retrieval of the two patients. The flight mechanic carried the female patient to the



USCG Disaster

By LCDR Joe

aircraft as she was critically burned and unable to walk. The rescue swimmer assisted the male and their dog. With the patients onboard, the 6586 performed a max performance vertical takeoff to depart over 100ft trees less than 50ft in front of the aircraft. Ceilings enroute to Santa Barbara Airport (KSBA) where an ambulance was waiting were 300' or lower, and visibility frequently less than ½ mile. Dropping off the patients, the 6586 returned to patrol the scene.

Meanwhile, the CG activated a second MH-65D helicopter from Mugu as well as a MH-60T from San Diego. The second MH-65D from Mugu, CG 6557, was commanded by LT Mac Isom. Enroute to Montecito the crew fought through several electronics degradations caused by water intrusion during the storm. Weighing the risk to the crew against the possibility of assisting those in trouble, the aviators pressed on. Joining Highway 101



Ventura County helicopter arrived as well and began their own patrols. The five helicopters were in close proximity traveling back and forth between the airport in Santa Barbara and the affected area in Montecito, frequently encountering low ceilings and visibility in the varying terrain as the front pushed from the coast up the mountains. Prior training and operations had developed into an incredible partnership with these entities, allowing them to understand each other's communications plans and asset capabilities. These partnerships made it easier to coordinate tasking and deconflict flight paths.

The helicopters worked closely with Air Operations command post and ground first responders who requested airborne assistance on a common radio frequency. With rain falling and in low visibility, the 6586 conducted a 100' hoist to extract an adult male, a juvenile female, and their dog who were trapped on a roof, then transported them to a landing zone at a junior high school. The crew located two separate individuals trapped in the mud and guided in nearby ground units who responded. Making a confined area landing from a 200' hover, the 6586 recovered two injured individuals from overwhelmed medics at the scene. At maximum gross weight, the 6586 pulled 100% power to clear the 150' trees and numerous power lines, then proceeded back to Santa Barbara through ceilings of 200' and visibility at times less than ½ mile. Additionally, the crew utilized their rescue swimmer to investigate a group of heavily impacted homes that were completely cut off on all sides. The swimmer navigated through waist high mud, open gas lines, and downed power lines but found no signs of survivors.

Near the end of their first sortie, the 6586 was advised of two adults, three children, and their pets who were trapped in their attic with four feet of mud filling the

continued on page 10

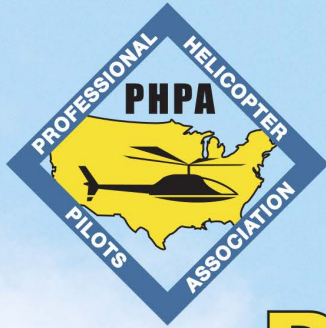
er Response

Heal, USCG

westbound, the crew began a patrol from Carpentaria to Santa Barbara, locating several landslides, significant structural damage, and downed power lines. The 6557 reported these to the newly established Air Operations command post. In the Toro Canyon area, the 6557 located a residential area that was completely cut off from any road access. Realizing that no ground units would be able to respond, the pilot lowered the rescue swimmer to the rooftops, as the mud was too thick for the swimmer to traverse. The crew continued its investigation of the neighborhood until reaching minimal fuel state and decreasing weather conditions. Leaving the swimmer on the ground to continue assisting those in distress, the 6557 dodged rain squalls in visibility less than ½ mile and returned to Mugu to refuel.

At approximately the same time that CG 6557 began its patrol, two Santa Barbara County helicopters and one





Please join us
for the

2018



PHPA Annual Dinner Meeting

Thursday, May 3, 2018

at the 94th Aerosquadron

\$35.00 per person

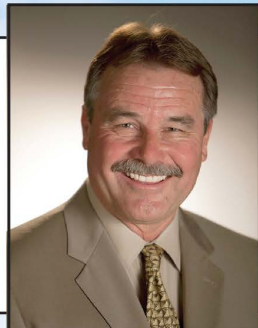
Please RSVP no later than April 22, 2018

and include your entrée choice of Prime Rib or Chicken Scallopini

6:30-7:30 pm: Happy Hour Hosted by PHPA

7:30 pm: Dinner

8:00 pm: Meeting



**This year's Annual PHPA
Lifetime Achievement Award
will be presented to
Chuck Street**

**94th Aero Squadron
16320 Raymer St., Van Nuys, CA 91406**

Phone 818-994-7437

<http://www.94thvannuys.com>

**Space is limited, so reserve early...RSVP required by April 22
at: rsvp@phpa.org**

If you have any questions, please contact Tony Byrnes at arbyrnes42@gmail.com



Enstrom F-28

Pvt Pilot...check! Lance, how about instrument? Oh, that will never happen.

Another year goes by and then my Instrument rating is in hand. Commercial Pilot? Oh, No way!

Another few months and living on Ramen noodles, I'm a Commercial Pilot. CFI- what are you crazy?

Another year of saying to myself, oh that will never happen. And so on...

Then I am introduced to the fine fellowship of PHPA at the annual meeting at the 94th Aero Squadron in 2017.

I am proud to count myself as a member of this amazing aviation community and am honored and humbled to meet and learn from some of the most experienced helicopter folks in the industry. We have shared similar stories of struggle during training and in life. It is a joy to be part of an organization whose mission is to promote safety,

community relations, and continued training, and all that goes into becoming and remaining professional helicopter pilots

And now I am CFII 'Double I' Helicopter,

I fly tours, I teach students how to fly helicopters. Every time I lift off, I can hardly believe it.

I am living proof that if you never give up, regardless of all the adversity in your way, you can eventually be successful. It might not happen in the time frame you want or in the way that you think, but hard work and persistence can pay off... even 55 years after that first ride with my father. I wish he were here to see it.

So now I share this with all my students and you at PHPA...Never quit. Take breaks, recover. Lick your wounds. But never quit.

from page 7

And then the money ran out. My CFI pleaded with me not to stop, as he knew that would be the worst setback of all. I would lose everything I had built as a foundation of pilot skills, and we would have to basically redo most of it. That would be a real expensive waste of money. He was right. But reality is reality.

6 months later I contacted my CFI. I could resume and will continue as long as it takes, but I can only fly once every two weeks to conserve and extend my funds. Not efficient, not cost effective, and my CFI did not advise this course, but that is what I could manage.

Another 9 months and I am getting better, but still frustrated at how slow. My CFI says this can go on forever, you have to fly more often, and we can power through it. So I double down with the cash and commit to the end, even if it ruins me financially.

I am the saddest student pilot on the planet, and also the brokest.

Self-doubt, frustration, and stress-they all build. Maybe this dream has escaped me. Too little, too late. I'll never be a private pilot.

Now it's May of 2014, I pattern solo, x-country solo. My CFI says I am on track, have the skills and study habits of the best of pilots.

Later that year I am awarded an AOPA Scholarship for flight training, beating out hundreds of applicants, and am brought to AOPA HQ in Maryland to accept my award and meet the boss, Mark Baker. Wow, I'm really starting to feel like a pilot and part of the aviation community. This is a real success, cuz AOPA is so much about fixed wing, they are happy to recognize a helicopter student!



Robinson Helicopters R-22



Croman Corp. Sikorsky H-3

By Tony Byrnes

December 2017 proved to be harrowing for us here in SoCal. Dry and frequent Santa Ana winds helped to produce 29 wild fires that burned over 300,000 acres, destroyed and damaged numerous homes and structures, and caused large scale evacuations. For those of us that grew up with SoCal fires, these firestorms were out of the ordinary, covering a massive part of Los Angeles, Ventura and Santa Barbara airspace.

Helicopters, pilots and the industry played a massive role in the fight to contain these conflagrations. Aircraft from Federal, State and County fire agencies and contractors, responded locally or streamed into SoCal for the battle. Filling the skies in TFRs named for the Creek, La Tuna, Skirball and Thomas Fires, as well as a myriad of others, PHPA pilot and corporate members fought day and night to save lives and property. The end result was devastating, but without the air fight, the results would have been much worse.

This is forceful evidence of the benefit of our profession to not only SoCal, but to our state and the nation. But, we as an industry are under fire from short sighted citizens and politicians. So, enjoy these images from Skip Robinson and join PHPA, spread the good word about the benefit of our industry to the ill-informed and help PHPA to keep up the good fight!



Firehawk Helicopters S-70

Helicopters Help

Photos courtesy of Skip Robinson



Firehawk Helicopters S-70



Save SoCal Again!

Erickson Aviation Sikorsky S-64



Montecito Disaster Response

from page 7

first floor of the home. Locating the residence but at minimum fuel, the MH-65D vectored in the CG 6046, the MH-60T that had arrived from San Diego and was available for tasking. CG 6046, piloted by LCDR Wayne O'Donnell, lowered their two rescue swimmers who assisted the first responders on the ground with the evacuation. The crew worked for 45 minutes to clear and hoist the mother, a newborn infant, a toddler, a seven year-old, the father, and their two dogs, eventually delivering them to safety at Santa Barbara Airport. With the family safe, the 6046 returned to the scene and went on to assist another eight people and rescue five more dogs.

Throughout the remainder of the day, the helicopters continued to patrol and assist when able. The 6557 returned to medevac a trapped dialysis patient and their spouse. The 6046 was relieved by a second USCG MH-60T, the CG 6014, who went on to transport

stranded individuals and their pets in the Montecito area to the Santa Barbara Airport for further care and support.

Throughout the day these aircrews managed hazardous conditions including gusty and variable winds, periodic low ceilings and visibility of less than 100 yards in rain and mist, towers and power lines, and obscured steeply rising terrain. Furthermore, fatigue continued to rise throughout the day as no one had eaten breakfast or lunch. For their efforts that day, the Coast Guard crews flew 24.5 flight hours and saved nine lives, assisted another 29, and rescued 15 pets.

USCG helicopter crews:

MH-65D FOB Point Mugu ready crew (CG 6586): LCDR Boggs (aircraft commander), LCDR Heal (co-pilot), AMT2 Langley (flight mechanic - FM), AST3 Piasecki (rescue swimmer - RS); 6.9 flight hours over 4 sorties; 3 lives saved, 9 lives assisted, 2 pets rescued, and one deceased member located.

MH-65D FOB Point Mugu standby crew (CG 6557): LT McClain Isom (aircraft commander), LT Douglas Mittermeier (co-pilot), AET1 Nathanael Hawkins (flight mechanic), and AST2 Joseph Winters (rescue swimmer); 4.7 flight hours over 2 sorties; 1 life saved, 1 life assisted.

MH-60T Sector San Diego AM crew (CG 6046): LCDR Wayne O'Donnell (aircraft commander), LTJG Treston Taylor (co-pilot), AET2 Jacob Dillon (flight mechanic), AST2 Robert Custer (rescue swimmer), AST3 William Arrison (rescue swimmer); 7.3 flight hours over 4 sorties, 5 lives saved, 8 lives assisted, 5 pets rescued.

MH-60T Sector San Diego PM crew (CG 6014): CDR Michael Frawley (aircraft commander), LTJG Zachary Farrell (co-pilot), AMT2 Ian McCracken (flight mechanic), AST3 Kevin Peach (rescue swimmer); 5.6 flight hours over 3 sorties; 11 lives assisted, 6 pets rescued.

President's Message

from page 2

vigilant while flying over. Anything we can do to safely to fly at higher altitudes would help!

Stay tuned for a video we are co-producing with the Los Angeles Area Helicopter Operators Association (LAAHOA) which highlights a strategy to avoid noise complaints while flying in the vicinity of the Hollywood sign and Griffith Observatory.

Once again, I would like to remind everyone who operates near the Los Angeles County shoreline that the FAA implemented a voluntary off-shore helicopter route. The route encourages helicopter pilots to fly 750' off-shore at an altitude at pilot's discretion. Our organization supports this voluntary route as an endeavor to avoid a compulsory route similar to that imposed on our partners flying in New York. The route can be viewed on the latest Helicopter Route Chart.

It has been brought to our attention that many helicopter pilots are still not aware of the 1205/1206 helicopter beacon codes within the Los Angeles region. In short, GA VFR rotorcraft are asked to squawk code 1205.

First responders/law enforcement are asked to squawk 1206. All airmen, fixed and rotor-wing, are to use 1201 when operating in the lateral confines of the LA Special Flight Rules Corridor. The expiration date of the 1205/1206 helicopter beacon code request is 04/10/2019. The PHPA encourages you to comply with this Letter to Airmen issued by the FAA. You can reference this Letter to Airmen by checking FAA.gov. It's LTA-OSGW-22 (issued on April 11, 2017).

I continue to be honored and humbled to serve as your President. Please feel free to reach out to me any time at: Morrie.zager@phpa.org

Why Join the PHPA?

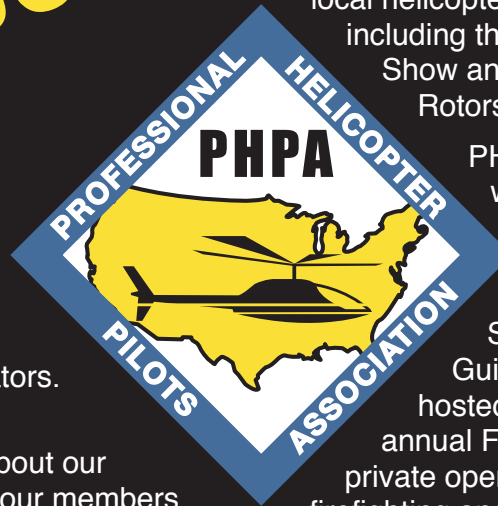
PHPA regularly distributes emails that contain important information to our members.

PHPA provides this website (phpa.org) provides valuable information to helicopter operators.

PHPA "Main Rotor" quarterly newsletters provide updates about our organization, our industry and our members and local operators.

PHPA Safety Seminars allow members to gain valuable knowledge from some of the top leaders in our industry.

PHPA "Helicopter Awareness Day" events are now held in collaboration with other



local helicopter air shows and events including the American Heroes Air Show and Wings, Wheels & Rotors.

PHPA works in conjunction with public service operators to publish safety materials (including our Public Service & Media Aviation Guidelines booklet) and offer hosted events (including our annual Fire Service Briefing) where private operators can meet the firefighting and law enforcement aviation professionals and get updated information about the requirements of flying near their incidents.

PHPA provides a great opportunity to network with other aviation professionals in your community.

By paying your Annual Membership Dues, you give us the financial foundation that allows us to continue fighting unfair or restrictive government regulations, protecting our heliports, promoting aviation safety and educating pilots, working together with the public, and securing a healthy future for our industry.

To join, fill out the Membership Application on the back.

Mail your completed application and payment to:

PHPA, PO Box 4699, Garden Grove, CA 92842

