



# MAIN ROTOR

Summer 2018



**PHPA Annual  
Membership  
Meeting**

*Page 6*

**Member Happenings**

*Page 5*

**HAI/PHPA Safety  
Conference**

*Page 8*

**State of the  
Association**

*Page 10*



*Don't miss the American Heroes Airshow coming November 3 - See page 4 for details...*

# MAIN ROTOR

NEWSLETTER OF THE  
PROFESSIONAL HELICOPTER  
PILOTS ASSOCIATION

SUMMER 2018

## EDITORIAL

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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 Zager*

Dear fellow PHPA members:  
I hope this message finds everyone in good health and, for those of you still working in the aviation field, gainfully employed! Our organization is here to promote our industry and partners with the FAA to ensure our safety. We are extremely proud to be an affiliate organization of Helicopter Association International (HAI). For those of you reading this newsletter for the first time, welcome to PHPA!

Our 2018 Annual Dinner was held on May 5, 2018, at the 94th Aero Squadron at Van Nuys Airport and was a terrific success. We honored Chuck Street with the PHPA lifetime achievement award and I had the opportunity to mingle with some new members. Although these dinners are definitely social affairs, we managed to iron out some serious business as well. The new board was seated and we managed to vote in some minor changes to our bylaws. I definitely encourage all members to attend the 2019 Annual Dinner (date to be announced).

As I mentioned in my previous message, Matt Zuccaro from HAI and I were planning a FREE all-day safety seminar. That seminar will be held on September 29th at 7 am at the Airtel Hotel in Van Nuys. We have a number of outstanding guest speakers lined up. Please RSVP to: rotor.org/phpa to sign up for the event. PHPA is hosting breakfast and HAI is hosting lunch, dinner, and a reception! I look forward to seeing everyone there. This event is just one of the many perks that come with your annual dues.

We continued to partner with the FAA and host FFAST Team pilot briefings across the region. During these briefings, pilots get an opportunity to network with other helicopter pilots, get some free education and learn what the PHPA

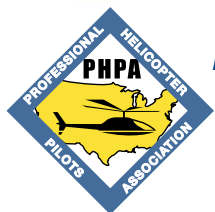
is doing to support our industry, as well as discuss the latest updates relating to proposed helicopter noise legislation and get briefed on the monthly meetings I attend with the FAA and the homeowner's groups relating to helicopter noise. I hope you have found these pilot briefings to be valuable. I appreciate everyone who takes the time to renew their memberships as we cannot continue to host these events without your support.

In April, the PHPA was asked to lend our support against an anti-helicopter ballot initiative in Napa County (Measure D). Measure D sought to restrict helicopter air taxi take-off's and landings within the county as well as prohibit certain helicopter flights. The measure clearly infringed on the rights of property owners with respect to helicopter operations. Although we stood side by side with HAI in opposition to the measure, it ultimately did pass.

We partnered with the Long Beach Airport and the Los Angeles Area Helicopter Operators Association (LAAHOA) to produce a series of videos which highlight the helicopter routes in and out of Long Beach Airport. The area around KLGB is one of the major helicopter noise "hot spots" in our region. These videos are available for viewing on our website (phpa.org), YouTube, as well as via the KLGB website. The other recurring hot spots are the areas of the Hollywood Bowl, Greek Theater, and Griffith Observatory. West Hollywood, and the neighborhoods of Lomita and Torrance are also areas we, as helicopter pilots, should remain vigilant while flying over. Anything we can do to safely fly at higher altitudes would help.

Once again, I would like to remind  
*continued on page 11*

# WELCOME!



**PHPA Welcomes Our New Members:**  
**Tom Waldron**  
**Mike Machat**



## PHPA, LAAHOA & FAASTeam Wings Seminars



Your association, in partnership with the Los Angeles Area Helicopter Operators Association gave two FAASTeam Wings Seminars in June. PPHA provided lunch for seminar participants and LAAHOA provided a \$100 raffle for each seminar.

*Pete Gilles*

Master Instructor Pete Gillies presented

his "Cyclic Back" course to a captivated crowd at John Wayne Airport, on June 16th. Pete is an excellent instructor and speaker. PPHA is grateful for his decades of loyal membership and support of our educational initiatives.

Tim Lynn, KTLA Sky 5 Pilot and Reporter instructed members on his "Methods of Safety and Efficiently Navigating in the Los Angeles Basin." Tim is well known in our industry and is an Emmy winner for his reporting. He has decades of experience as a helicopter pilot and his experience and methods are well regarded. PPHA wishes to thank Tim for giving us his time and support in furtherance of our FAASTeam Wings programs.



*Tim Lynn*

Our next event is a big one!



*Monica Campos and Tony Byrnes help raffle winners display their winnings. Lance Fisher won \$100; George Marciniw and Robert Peters won PPHA t-shirts.*

### HAI / PPHA Regional Safety Conference September 29, 2018

We are partnering with the Helicopter Association International to produce a Regional Helicopter Safety Conference. It will be a full day of Safety Education from local and national experts. There is no cost to participants and breakfast, lunch and dinner will be offered at no cost as well. Check out our flyer on page 8.



*Tingting Huang - \$100 winner there!*

Register at: [rotor.org/phpa](http://rotor.org/phpa)  
 Come on out for a great day of learning and general comradery with your fellow rotorheads. We'll see you there!



# The AMERICAN HEROES AIR SHOW<sup>sm</sup>

Los Angeles, California

Scheduled to land Saturday, November 3<sup>rd</sup>, 2018 at the Hansen Dam Sports Complex in the heart of the San Fernando Valley, the American Heroes Air Show is proud to once again welcome aboard as a Legacy Sponsor the Professional Helicopter Pilots Association. The PHPA has been center stage at this unique event and their support for many years has sustained this unique helicopter-only aviation experience as admission-free for the community.

In addition to support from the organization, the PHPA membership has been relentless participants providing a diverse collection of the latest high-tech and vintage rotary-wing aviation aircraft to support our 25 Year Mission to EDUCATE - COMMUNICATE - DEMONSTRATE the value of rotary-wing aviation to the community, media and public officials with static displays, exciting aviation careers & dynamic flight demonstrations.

#CAHEROES

### This admission-free event includes :

- **HELICOPTERS** from law enforcement, fire, EMS/ENG, military & homeland security organizations profile the unique capabilities of rotary-wing aviation.
- **CODE3 Career & Recruiting Expo** – recruiting teams from law enforcement & schools with Criminal Justice classes that are the on-ramp to exciting careers land to profile careers in public safety, gov. service, homeland security & national defense.
- **SAR SITE1** - Search & Rescue teams roll in with emergency vehicles, equipment displays, demos & family outdoor safety tactics.
- **LASD Golden STARS** parachute team jumps back into the HEROES Air Show action at 12 noon !
- **STAR Helicopters** provides your crew with a bird's eye view of the event action when you climb on board helicopter flight-seeing rides.
- Concessions, entertainment and aviation related vendors ...

Contact : Info@Heroes-airshow.com

[www.Heroes-Airshow.com](http://www.Heroes-Airshow.com)



# PHIPA

Join the community when the Professional Helicopter Pilots Association lands at the AMERICAN HEROES Air Show

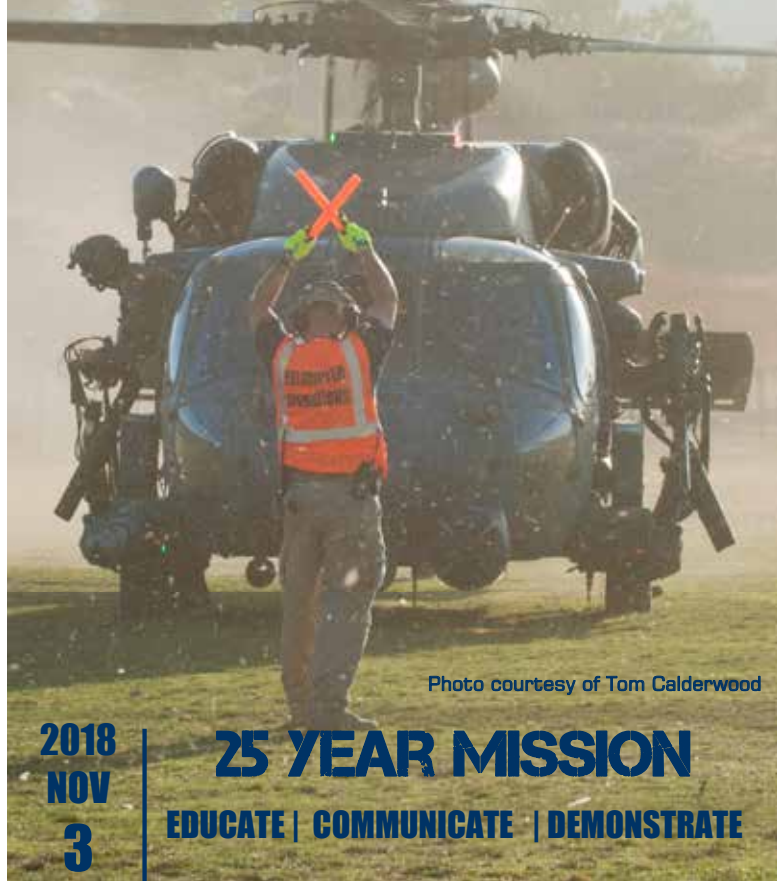


Photo courtesy of Tom Calderwood

**Free Event Parking & Admission**  
Los Angeles Recreation & Parks  
**Hansen Dam Recreation & Sports Complex**  
11480 Foothill Blvd Los Angeles, CA. 91342  
Exit the 210 Foothill Frwy at Osborne Ave.



**COLLECTIVE** Magazine

#CAHEROES

#SOUNDofSERVICE

# What's Happening with Our Members?

## Bethany Bilsky, The EASA ME-IR(H) Experience

Story and photos by Bethany Bilsky

I arrived at Heathrow Airport under gray skies, gusty winds, and cold rain. It's not the kind of weather that most people hope for when they set out on an adventure anywhere in the world, but for me it was just right and exactly what I wanted—IMC. For I had come to London to achieve a single pilot multi-engine instrument rating to complement the EASA CPL(H) and ATPL theory that I'd worked hard for up to this point.

The EASA ME-IR(H) is a notoriously daunting undertaking for any pilot, but as an American flying in Europe for the first time while doing the A-levels of training, I felt like a real outsider up against the steepest of learning curves. My presence in EASA-land always raises a few curious eyebrows and while I've gotten used to being an outlier, I still felt the pressure of the new environment, the unknown, and to also succeed.

The first part of my training journey began with a type rating on the AS355F2. Different than America, Europe requires a type rating for every aircraft regardless of weight. In particular, for the issuance of an IFR rating, a twin turbine type rating is mandatory. Europe does not fly



Bethany Bilsky

IFR in single engine aircraft.

The AS355 type rating consists of ground school hours, a written exam, flight hours, and a skills test with the examiner. Flights predominantly focus on flying helideck and clear area takeoff/landing profiles, with emphasis of flying those profiles during simulated engine failures.

The flight training and skills test is also comprehensive regarding emergency procedures for all phases of flight which include: fire, single and double engine failures, governor, transmission, fuel system, hydraulics, and the electrical system. Maneuvers and handling entail unusual attitude recoveries, 360° steep turns, climbing/descending turns, and culminate with 180° and straight-in autos.

On the day of the type rating skills test I prepared the performance charts, fuel planning, and a weather briefing, calculated the mass and balance, booked out with the tower, and checked the royal flights. My examiner arrived and any nervous energy I'd had quickly dissipated once we were in the sky and I found myself enjoying the flight. Everything went as expected, and Part I, the multi-engine rating, could be checked off the list. One down. One to go.

With the type rating complete it was time to bring on the EASA IR. While some areas had common overlap with the FAA IR, there were plenty of differences which were all new to me.

I was welcomed to the world of NDBs and ADFs and the dark art of single needle tracking, additional hold entries, NDB based holding patterns, NDB approaches, having no GPS permitted for IR use, the specific and unique IR radio comms of the UK, IFR flight planning off of VFR charts (no TEC routes flown), and also flying SIDs. Without a doubt, the workload was there to overcome.

To become familiarized with everything new, and in  
*continued on page 9*





# PHPA 2018 Annual Membership Meeting

By Tony Byrnes

Our 2018 Annual Membership Meeting was a fun get-together this past May 3. New members, longtime members and honored guests gathered at the 94th Aero Squadron Restaurant for cocktails, dinner and hangar talk. We celebrated an industry legend, paid tribute to a longtime supporter, and even got a little PHPA business done as well.

### Cocktail Hour

The evening began with the arrival of members and guests amid cocktail hour and lively discussions. It was gratifying to see old friends there, as well as meet new ones from the varied segments of our great industry. Rotorheads are a passionate bunch and the “there I was stories” heard that night were as one would expect; amazing to behold. Current events dominated some of the discussions and highlighted the reason for the occasion.



Tony Byrnes and Karla Borden



Pres. Zager

### Dinner and Business

Master of Ceremonies President Morrie Zager opened by welcoming the assembled members and guests and introducing current Board Members. He then announced the results of the recent Board of Directors election.

### Board of Directors Election Results

Board of Director elections occur biennially with even numbered Board Seat elections during even numbered years, and odd numbered during odd numbered years. The 2017 election was delayed, so it was conducted during 2018. The Board Members that were all re-elected are:

- Seat 1: Jim Davidson
- Seat 3: Anthony Byrnes
- Seat 5: Pat Carey
- Seat 7: Morrie Zager
- Seat 11: Alex Calder

### PHPA Bylaws Amendments

The Bylaws Committee recently examined and researched the Bylaws, making recommendations to streamline and make them more relevant. The proposed amendments were provided to current members whom were given the opportunity to vote, for or against, via proxy votes, on the PHPA website and at this Annual Membership Meeting. The members that were in attendance were asked to vote for or against the proposed amendments by a show of hands.

The results were:

For: Unanimous

Against: None

The overall combined vote was "For" the Proposed Amendments. The proposal passed, and the amendments went into effect immediately.

### State of the Association

President Zager then gave his State of the Association address, which is published in its entirety on page 10.

### The Awards

Honorary Membership Award Winner: Karla Borden.

We had two very special awards to present and I was very fortunate to present the first.

In our mission to represent the Helicopter Industry to the general public, Federal, State and Local Government officials, and the news media, while providing ongoing Safety Education seminars

across Southern California, and ultimately demonstrate the benefits of our great industry to our society, we have been extremely fortunate to work with some great people. Many are in the helicopter industry, but some are not, at least not directly.

One person that has supported PHPA's education initiatives through her position as an FAA FAAS Team Coordinator was Ms. Karla Borden and it was my sincerest pleasure to honor her

support with the PHPA Honorary Membership Award.

Karla has helped me and other PHPA Board Members enumerable times with professionalism, patience and humor. She went out of her way to assist me with my stupid questions, repetitive phone calls and last-minute updates. She is a true friend to aviation and our industry, and I am happy to say that she is my friend, too.

Karla accepted her award in her engaging and funny way. She captivated the audience with humorous anecdotes from her career and had them laughing right away. She and her husband Bruce will be traveling the country in their retirement, including an extended Alaska trip. We wish them safe travels and fair winds.

### 2018 PHPA Lifetime Achievement Award

President Zager had the honor of presenting the next award to our 2018 PHPA Lifetime Achievement Award winner: Commander Chuck Street.

Morie introduced Chuck with a warm and fitting tribute to his long and distinguished career here in Southern California. It is printed in its entirety on page 8. He is a legend in our industry.

Chuck accepted his award with his usual charm and wit, but with a message, too. Well



known for breaking into helicopter radio broadcasting with a unique and innovative approach, he recounted his most famous stories with a caveat; what worked then wouldn't work now. The helicopter industry is under fire from many social and political sectors of our society and is under a microscope these days.

Chuck works continuously on behalf of our industry's best interests as the Executive Director of the Los Angeles Area Helicopter Operators Association. He is a long-time member of PHPA, a past PHPA President and partners with PHPA regularly. He made it clear to the audience in his amusing and captivating stories that pilots must operate differently today.

Chuck ended his remarks by introducing his family to the audience and pointed-out that his two sons are both professional helicopter pilots. We wish Chuck and his family all the best and look forward to our continuing partnership on behalf of the helicopter industry. Congratulations, Commander Chuck!

### End of the Event

That concluded our evening. It was another wonderful event and we hope to see you at the next one.

*Meeting Photos courtesy of Christine Kettenhofen*



*Chuck Street*



# Chuck Street

## PHPA 2018 Lifetime Award Winner

By Morrie Zager

Chuck Street was a long time airborne traffic reporter for KIIS-FM. He provided live reports on KIIS for over 28 years and on KTLA TV 5 for 4 years. He has logged over 25 thousand hours in his helicopter reporting on freeway conditions in the Los Angeles area. In addition, Chuck has reported on raging brush fires, flooding, the Northridge earthquake, and the riots that resulted after the Rodney King excessive force trial in the early 90's. He has had a truly unique perspective of life in the Southern California area.

Over the last couple of decades, Chuck has landed his helicopter at more than 400 schools promoting literacy and the importance of reading good books. He is past president of the Professional Helicopter Pilots Association (1985-86), is president of the Aquinas High School Alumni Association, and is a past president of the Pacific Pioneer Broadcasters. In addition, he has been involved in numerous charities, including the Orange County Council of the Boy Scouts, Angel Flight, Huntington's Disease Foundation, Cancer Survivor's Day at UCI Medical Center, and the Children's Assault Treatment Center at Northridge Hospital.

Currently, Chuck is Executive Director of the Los Angeles Area Helicopter Operators Association (LAAHOA). Also he is managing partner of Helitrans,



Pres. Morrie Zager with Chuck Street

LLC, a company committed to developing a network of "user friendly" heliports to be situated throughout the Los Angeles basin. Chuck has passed the helicopter flying genes to his children, and I am proud to say that I often work directly with them in my capacity as a pilot with LA Sheriff. Over the past several years, Chuck and I have become very close and I consider him a dear friend. Our industry is quite lucky to have someone with his dedication and institutional knowledge as our advocate. Keeping this in mind, it is my distinct pleasure to present the PHPA Lifetime Achievement Award to my friend and colleague, Mr. Chuck Street!



### Calling all helicopter pilots!

Your association in partnership with the Helicopter Association International is having a HAI / PHPA Regional Safety Conference

**When: September 29, 2018**

**Where: Airtel Plaza Hotel  
Van Nuys, CA**

**Register at: [rotor.org/phpa](http://rotor.org/phpa)**



Please join us  
for the



## HAI/PHPA Regional Safety Conference

**Saturday, September 29, 2018  
7 am to 5 pm  
Dinner at 6 pm**

HAI President Matt Zuccaro and PHPA President Morrie Zager are pleased to offer a comprehensive day of guest speakers, discussing current safety issues for our industry.

It is a full day of breakout seminars that also includes breakfast hosted by PHPA, as well as lunch, a pre-dinner reception, and dinner hosted by the Helicopter Association International.

**Held at the  
Airtel Plaza Hotel, Van Nuys, CA**  
Information and Registration: [rotor.org/phpa](http://rotor.org/phpa)

To book room reservations, call Airtel directly at  
**818-997-7676**

Reserve by September 7, 2018  
for a discounted room rate

*(Tell them that you're attending the conference)*

Everyone is invited. Conference offered at no cost through the generosity of the Helicopter Association International.



## Bethany Bilsky...

from page 7

to flying the whole big picture—SIDs, en route NAVAID tracking, into the hold, transitioning outbound and onto the approach course, a non-precision approach (LOC or NDB), onto the missed approach procedure. During the climb out of the missed approach, there'd be a simulated single engine failure with emergency procedures. From the missed approach go-around, I'd track the NDB back to the final approach course and complete an ILS on a single engine.

When practicing in the simulator we began graduating the winds up to 50 kts. The mantra on repeat was “train hard, fight easy.” Altogether, this total picture plus unusual attitude recoveries and autorotations were the expectations to be met for the ME-IR skills test.

The most challenging new aspect is to fly NDB based holds and approaches. The holds are flown by ADF tracking of an NDB. In addition, a second VOR needle on the ADF is used for position information to start leg timers. Timing and drift calculations are made to fly the holding pattern based on the winds. Radio calls are made when entering the hold over the NDB, notifying ATC when ready for IR approach procedures, and when the aircraft has passed beacon outbound to then turn onto the final approach course. There's a lot going on at once and it's the highest multitasking moment of EASA IR flying.

From the simulator, we moved into the live aircraft. Flights were structured the same, but the live environment—weather and ATC—and their unpredictable nature raised the workload intensity yet again. On every flight there was always something completely new and unforeseen thrown my way, making the experience truly unique and valuable in its real-world education. After a lot of hard work in the air and on the ground, my instructor signed me off for the ME-IR skills test.

On the day of the test, I flew a SID out of Elstree Airfield (EGTR) and then tracked NAVAIDs to busy Southend Int'l (EGMC) for the holds, approaches, and single engine failure in actual English wintertime IMC. The polar winds were north easterly at 45 kts with turbulence, and icing conditions. Mother nature could have been kinder, but I kept reminding myself that this was what I came for.

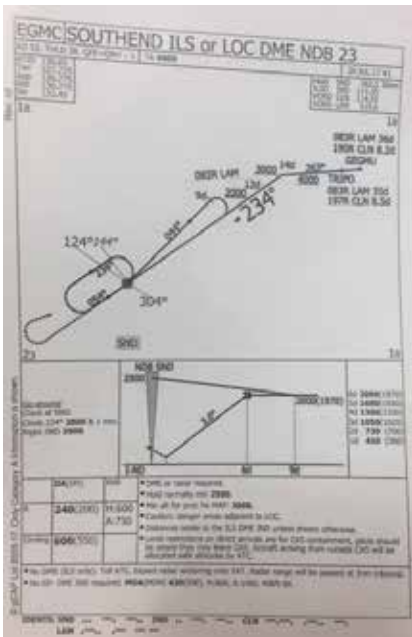
The flight was challenging and 2.3



hours long: SID, en route, two holds, two approaches (non-precision and precision), missed approach go around with single engine failure emergency, unusual attitude recoveries from vortex ring, and 180° autorotations. I passed the ME-IR(H) skills test and never felt a greater sense of relief after a flight with an examiner. I'd done it. The pressure of it all began instantly melting away as Part II of II was now complete.

My time flying in the UK was incredible and unforgettable—an extreme growth experience for which I'm now a different person and pilot. I am extremely grateful for my exceptionally skilled instructors and examiners that generously and kindly shared their expertise and knowledge with me. I look forward to returning.

*Bethany Bilsky is a Los Angeles pilot and also a graduate of the Florida State University Film School (BFA 02). She holds an FAA CPL(H) IR and intends to use her EASA licenses to liaise and facilitate the USA's film production services overseas. Domestic production inquiries for Bilsky may be directed through film pilot Ben Skorstad at (818) 398-0747.*



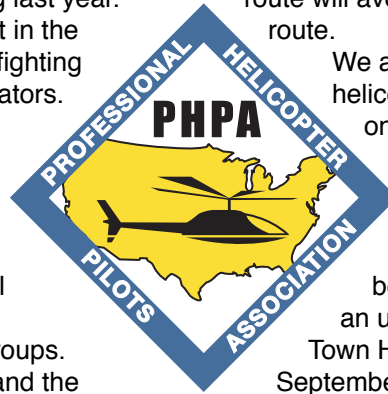
# The President's State of the Association Address

*Given by President Morrie Zager at the 2018 Annual Meeting*

Much has happened since our meeting last year. The PHPA continues to be at the forefront in the local battle here in the Los Angeles area fighting for the rights of helicopter pilots and operators. Our profession continues to be under attack from the homeowner's groups as well as some elected officials who would like nothing more than to rid helicopters from the airspace. I am pleased to report that we were successful in defeating the implementation of four SFAR's sought by those Homeowner's groups. I continue to meet monthly with the FAA and the homeowners in an attempt to show our industry wants to remain engaged and demonstrate we are committed to reducing helicopter noise, but not by sacrificing our safety or the livelihoods of those who work in the industry. There are definitely some hot spot areas that I believe we can improve on. Those include the areas around the Hollywood Sign, Griffith Observatory, West Hollywood, and Long Beach Airport. Speaking of Long Beach, we partnered with the City and produced/starred in several videos which showcase the helicopter arrival and departure routes. Those videos should now be available on the Long Beach Airport's website. I'm hopeful Chuck Street will have more to say on that a bit later.

Thanks to all the hard work by the PHPA, and Chuck Street's organization, The Los Angeles Area Helicopter Operator's Association (LAAHOA), the education and outreach programs our organizations have provided to our local helicopter pilots and operators and their adherence for the most part to the Best Practices we have agreed on, the complaints to the FAA's Automated Complaint System are significantly down from when the system first came on-line. PHPA petitioned the LA County Board of Supervisors to continue funding the ACS past the current FAA funding end date of June, 2018. We believe the system is the only way to truly show where the hot spots exist and reflect how serious (or not) the helicopter noise issue really is. It's much better to have data to support our stance that the helicopter noise issue is not as serious as the homeowners portray it to be. As I mentioned before, that's not to say that we cannot do better.

The PHPA has partnered with the FAA in encouraging helicopter pilots to utilize the voluntary off-shore helicopter route. This route has been published in the most recent helicopter route chart. Our counterparts in New York have not been as lucky. They must now follow a compulsory off-shore route. Our hope is that continued education and adherence to this voluntary



route will avoid a potentially more restrictive compulsory route.

We also support the FAA in the 1205/1206 VFR helicopter squawk codes. It should be noted that on April 10th, 2017, the FAA extended these voluntary codes through April 10, 2019.

As most know, PHPA is an affiliate organization of HAI. Our working relationship with HAI has never been better and I am pleased to announce an upcoming Safety Stand Down day and Town Hall is in the works and will likely occur in September. This event will include fabulous guest speakers on a variety of topics geared toward the types of helicopter operations flown here in Los Angeles to include public safety, ENG, tours, and flight schools. Meals throughout the day as well as a dinner and mixer at the conclusion are all included for the one low price of ZERO DOLLARS! That's correct, PHPA and HAI will be sponsoring the entire event. Please look for postings on our website, Facebook, and email blasts.

We joined with the HAI and the NBAA (National Business Aviation Association) and lobbied Congress against ATC privatization. I am proud to say we prevailed in this fight. Although there were recently some attempts to reinvigorate the attempt, those have also gone down in flames.

Unfortunately, our industry remains under attack as evidenced by another proposed amendment to H.R. 4, the FAA reauthorization bill, authored by Adam Schiff and Alan Lowenthal which calls for the FAA to issue regulations governing helicopter operations in Los Angeles County, Hudson County, New Jersey and Queens County, and New York and Nassau County. These regulations will relate to flight paths and altitudes (likely 2,000' AGL) associated with helicopter flights to reduce noise pollution, increase safety (who's safety?) and minimize scheduled commercial aircraft delays. We are hopeful this amendment will die in committee, but we continue to be vigilant and I assure you the PHPA is on top of this and is in constant discussion with the FAA. We will keep everyone posted on any developments.

The PHPA believes strongly in giving back to the helicopter community. We continued our charitable giving endeavors fostering community education by sponsoring events such as the American Heroes Air Show and groups like the Aviation Explorers. What better way to showcase the hard work helicopter pilots do than to bring that education directly to our youth. After all, they are the helicopter pilots of the future!

Once again, I am humbled and honored to be the President of this organization and look forward to working with everyone in the coming year.

## President's Message

from page 2

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 seems 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

# Come Join Us!

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

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

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

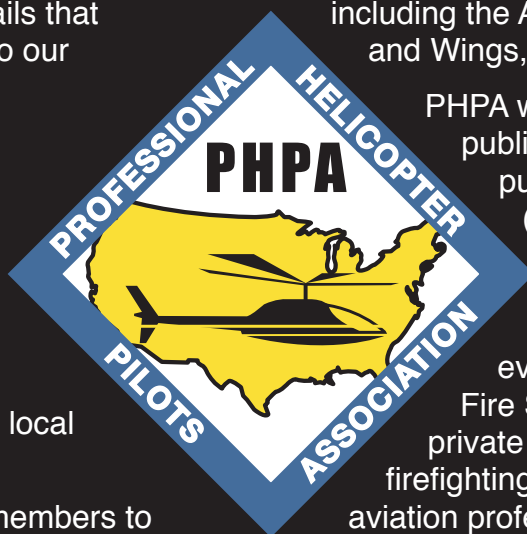
PHPA Safety Seminars allow members to gain valuable knowledge from some of the top leaders in our industry.

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**



# PHPA

Professional Helicopter Pilots Association  
PO Box 4699, Garden Grove, CA 92842

## MEMBERSHIP APPLICATION

RECEIVED BY: \_\_\_\_\_  
OFFICE USE ONLY

### PART A — MEMBERSHIP TYPE

DATE: \_\_\_\_\_

- REGULAR PILOT (\$45)
- ASSOCIATE MEMBER (\$45)
- STUDENT PILOT (\$25)
- CORPORATE MEMBER (\$275)

COMPANY / AGENCY NAME

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*STUDENT MEMBERS WILL AUTOMATICALLY BE RECLASSIFIED AS ASSOCIATE MEMBERS AT THE END OF THE BILLING CYCLE*

### PART B — MEMBER INFORMATION

LAST NAME 

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FIRST NAME 

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ADDRESS 


CITY 

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STATE 

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COUNTRY 

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### PART C — CONTACT INFORMATION

HOME PHONE 

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WORK PHONE 

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MOBILE PHONE 

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EMAIL ADDRESS 1 

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EMAIL ADDRESS 2 

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### PART D — FIRST HELICOPTER SOLO FLIGHT

DATE                    M 

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### PART E — PAYMENT INFORMATION

REASON             NEW MEMBERSHIP             MEMBERSHIP RENEWAL             MERCHANDISE

DUES EXPIRE    

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3	1
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PMT METHOD       CASH                             CHECK No.                             MONEY ORDER

CASHIERS CHECK             PAYPAL                             OTHER

AMOUNT            

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NOTES              

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Payments will be applied to the current billing cycle (1/1 thru 12/31)