



MAIN ROTOR

Spring/Summer 2020



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MAIN ROTOR

NEWSLETTER OF THE
PROFESSIONAL HELICOPTER
PILOTS ASSOCIATION

SPRING/SUMMER 2020

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

Jim Davidson



We, who earn our living in aviation, are doing so in new uncharted times. Each of us are in a unique position to influence the public by setting higher standards in our everyday flying.

Think about it for a second, with businesses either shutting down, cutting back or not having the capital to use our services, we as helicopter pilots must use due diligence in projecting fly friendly, fly neighborly policies around the Southern California basin.

Why you ask? Again think about the increased number of people who are now under the State of California directive to "stay at home" and not to travel unless it's a necessity for food

and health reasons.

So, as you look out of your aircraft's windows, whether you are flying down the coast, or across neighborhoods, the number of people looking up at you has grown exponentially in ever increasing numbers with nothing better to do than call in a low-flying helicopter.

Plus, poppy season is just around the corner too; remember what happened last year? Expect the number of people looking for poppy fields will grow accordingly.

Be safe, fly higher every chance you can - build a new public respect for helicopters and those who fly them.

JB Adkins New Board Member



Since taking his first flying lesson at 11, JB Adkins knew he'd be involved in aviation in a meaningful way. Shortly after, at age 12, he wrote his first business plan for an airline; a Christian airline with features such as Bibles in the seat back pockets, reflective of his Southern roots. After earning

his private fixed-wing certificate in high school, JB entered the world of competition aerobatics, competing under the tutelage of U.S. Advanced Aerobatic Team member Marty Flournoy. He earned a full-ride Marine Corps (NROTC) scholarship to Embry-Riddle Aeronautical University, Daytona Beach where he studied Aeronautical Science and worked on advanced ratings until moving to the west coast to pursue business endeavors.

Based in Southern California for the last 10 years, he has moonlighted as a consultant aiding top brands and non-profits such as The Salvation Army in organizing and executing effective, revenue generating strategies leveraging the internet and traditional media channels while building Skyryde, a tech-enabled air taxi business.

JB aims to bring the tools and strategies he's honed from starting companies and working with myriad brands to PHPA in order to help establish a solid digital footprint, grow awareness about the organization, and increase membership. He lives in Acton with his wife, Yvonne, and two young sons, Junior and Sammie.



The PHPA Board of Directors is happy to announce that our most recent past-president and current corporate secretary, Morrie Zager, retired from the Los Angeles County Sheriff's Department on March 28, 2020. He served over 33 years on the Department and worked a wide variety of assignments including

Congratulations, Morrie!

Custody, Patrol, Academy Staff, SWAT, as a Patrol and Gang Detective Sergeant, and, for the past 12 years, as a Supervising Pilot with the Aero Bureau.

For nearly five years, Morrie was heavily involved in representing our industry every month as a member of the Automated Noise Complaint Review Committee. He met with other industry representatives, the anti-helicopter members, and the FAA. Thanks to the hard work of Morrie and the other helicopter industry reps, our region has been able to avoid regulations such as mandatory routes and altitudes. We are grateful for all his hard work!

Congratulations on your retirement, Morrie.

Addendum to MZ - He has represented the PHPA at the yearly HAI Affiliates Committee meeting where operators come from all over the world to compare notes and discuss their latest challenges. And he has made presentations before the greater FAA Western Region Conference of airport owners and managers to familiarize them with some of the helicopter related issues.

To keep the wind beneath his wings, Morrie is going to enjoy retirement for now and explore opportunities in aviation in the future.

David Andrews, New Board Member



I am a Southern California native, and grew up in the shadows of the San Gabriel Mountains. I was always fascinated by Pasadena's PD1, an orange Enstrom F-28A, that flew overhead all the time. Watching it orbit with its searchlight was like magic to me. My parents took us boys

to San Pedro, where I got to ride in the co-pilots seat on a helicopter harbor tour. When I was twelve, I tagged along with a group of more experienced and older hikers on a hike up Santa Anita Canyon.

While trying to keep up with the older hikers, I became dehydrated and very sick. I was rescued by the LA County Sheriffs in a OH-6, and transported to the trailhead and then to the hospital. At that point I was hooked on aviation and helicopters. While in college, I started to work event security, and quickly moved my way up to event operations. I was able to plan and work such events as USC, UCLA, Rams, Raiders and 49ers games, arena and stadium

concerts, races and motor sports, the Rose Bowl, a couple of Super Bowls and a World Series. After college, I continued to be involved planning and working large events, like the Bakersfield Business Conference, Pasadena Rose Parade, Portland Rose Festival and small-town parades. Fifteen years ago, a friend approached me to help at Heroes Airshow, it was a natural fit, helicopters and large events.

I have worked my way up from an Aircraft Marshaller to Mini Boss and then Air Boss. I received my Air Boss LOA this year. I have worked at Wings, Wheels and Rotors, several off-airport landing zones as well as Heroes Airshow. I have been involved with the South Pasadena Police and Fire Department Open House, where I plan and co-ordinate flyovers, landings and departures of several helicopters during the day. This year I ran the PHPA's demonstration ramp at HAI in Anaheim. I still live in the shadows of the San Gabriel Mountains, watching PD1 and Air 5 fly overhead. I am still involved with several of the large events, and local community programs. I still hike those mountains, but with the adult supervision of my Saint Bernard.

American Heroes AIRSHOW

26th ANNIVERSARY ~ NOVEMBER 9, 2019
HANSEN DAM, LOS ANGELES, CA

*By Air Boss David Andrews
Photos by Damon Duran*



David Andrews

During an air show, the safety of participants, pilots, crews, aircraft, performers, and spectators is the job of everyone, but the Air Boss is responsible to make it happen. The Air Boss also ensures that the event conforms to the FAA conditions set by regulations and the waiver issued for the event.

On January 1, 2019, the FAA made some major changes to air show operations, specifically in the role of an Air Boss. Prior to this date, an Air Boss did not need to be qualified, have experience, or be certified. During 2019 an Air Boss was required to have applied and pass the examination. As of January 1, 2020, the FAA will not issue a waiver for an airshow without a recognized Air Boss who holds a Letter of Authorization (LOA) from the FAA.

The PHPA and American Heroes Air Show stepped up to the plate and

A Day in the Life of the Air Boss

have two members who obtained their LOA from the FAA, Tony Byrnes and myself. At last count there are only 110 air bosses in the United States.

I have been involved with Heroes Airshows for 14 years. I started out as an Aircraft Marshaller and got bit by the bug. I soon became the Mini Boss in charge of the ramp. I spent a lot of time with the Air Boss during planning and operations. In 2019, I was asked to obtain an Air Boss LOA for Heroes. I also volunteer with the City of South Pasadena coordinating fly overs and static displays for their Police and Fire Department Open House.

To obtain an Air Boss LOA you must first show your past experiences in air shows with references. You must then show practical knowledge of airport operations, air show operations, FAA rules and regulations, understanding of the waiver process and a commitment to safety via an exam from the International Council of Airshows (ICAS). After meeting these requirements, ICAS will recommend to the FAA that a LOA be issued.

So what does an Air Boss really do? Because he or she is named in the waiver for the airshow, the buck stops at them regarding safety. They must surround themselves with a competent team that takes safety as serious as they do. They must coordinate all efforts to ensure the conditions of the waiver are met, and

that all applicable FAA regulations are met. Everything is covered, from flight paths, coordination with airports, ensuring crowd distancing, fire and medical teams are on hand with specific knowledge and can meet the required response times. They will also ensure that the timeline is followed. Air shows can have aerobatics, parachutists, flybys, demonstrations, balloonists, ride ships etc. To make sure that all of these things happen safely, everyone needs to be on the same page

Everyone gets a briefing, from pilots, aircrews, staff, security, performers, photographers, to fire and medical teams. Things seldom go to plan, so the Air Boss must be flexible within the confines of the waiver, and ensure that when those changes are made, that everyone knows the change.

The FAA will have inspectors at the show, and the Air Boss works closely with them to address any concerns. At the end of the day, if everyone safely departs confident in the fact that the airshow staff had their safety as their top priority, and the FAA inspectors are happy, the Air Boss has done their job properly.





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PHANTOMPHAN1974 PHOTOGRAPHY



©2019 Damon J. Duran
PhantomPhan1974 Photography

Clockwise from top: CA Air National Guard, Los Alamitos, 1106 TASMG, UH-60M; Air Boss Andrews, with LZ Mini Boss Jonathan Andrews and LZ crew member John Mullis; and US Dept. of Energy Bell 412.



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www.heroes-airshow.com

Meet Our Guest Author, Damon Duran

Photos and story by Damon Duran

Damon Duran started his professional aviation photography career officially in 2002, but had been taking photos as long as he can remember. A resident of Lomita, California, where he lives with wife Soraya, Duran is a self confessed 'avgeek' having a lifelong passion for all things military and although it is not in the rotary world, Duran considers the F-4 Phantom II his favorite aircraft.

Duran is one of the founding members of Aviation Photographers of Southern California (APSOCAL), formed when Duran and fellow photographer Joshua Nyhus decided that there was a need for an organized group that would open more doors to larger shooting opportunities. The group was originally centered around the Torrance, CA, area, but expanded to increase appeal to a larger geographic group of Southern California. The group now numbers over one hundred active photographers in the ranks. The association is informal, but group members meet several times per year as a group and often in smaller groups and local events. Some of the larger events occur during photocalls at military bases such as the semiannual photocall hosted by NAF El Centro.

Remembering fondly his first published work, Duran noted his first photo to be published was of the oldest NASA T-38 Talon still flying and made its last landing at LAX. The aircraft, that served the USAF, USN and NASA now belongs to the California Science Center in Los Angeles and is being stored at the Western Museum of Flight at Torrance Airport. Duran's image was picked up by *Aircraft Illustrated* and from that point on, he realized



that there may be a future in the aviation photography business.

Images from Duran's vast collection have been featured in *Aircraft Illustrated*, *Air International*, *Combat Aircraft*, *Vertical and Collective* and *Rotor* Magazines as well as a few books over the years .

A Canon shooter from the start dating back to using his Dad's Canon AE1, Duran said that he shoots mainly with a Canon 7DMKII and EOS 1DX body and values his 100-400 F4 MkII lens for ground shooting at distance, while favoring his 24-105 for air to air work and Tokina 10-17mm for cockpit shots.

Crediting fellow aviation photographer Joe Cupido for a great deal of his early influences in aviation photography, Duran said that although Cupido is now retired from aviation photography, he learned a great deal from him over the years.

Duran focuses a great deal on military and law enforcement asset photography, having ventured into helicopter photography through a friendship with Costa Mesa Officer/Pilot Rob Dimel, who was a pilot with the now defunct ABLE unit in Southern California, which then led to an invitation to do an air-to-air shoot for the Orange County Sheriff's Departments UH-1H Huey arrival. His work led Duran to apply and become an Orange County Sheriff Dept. Profession Services Responder. His professional services now serve as the air unit's photographer, documenting the unit's readiness and search and rescue training operations.

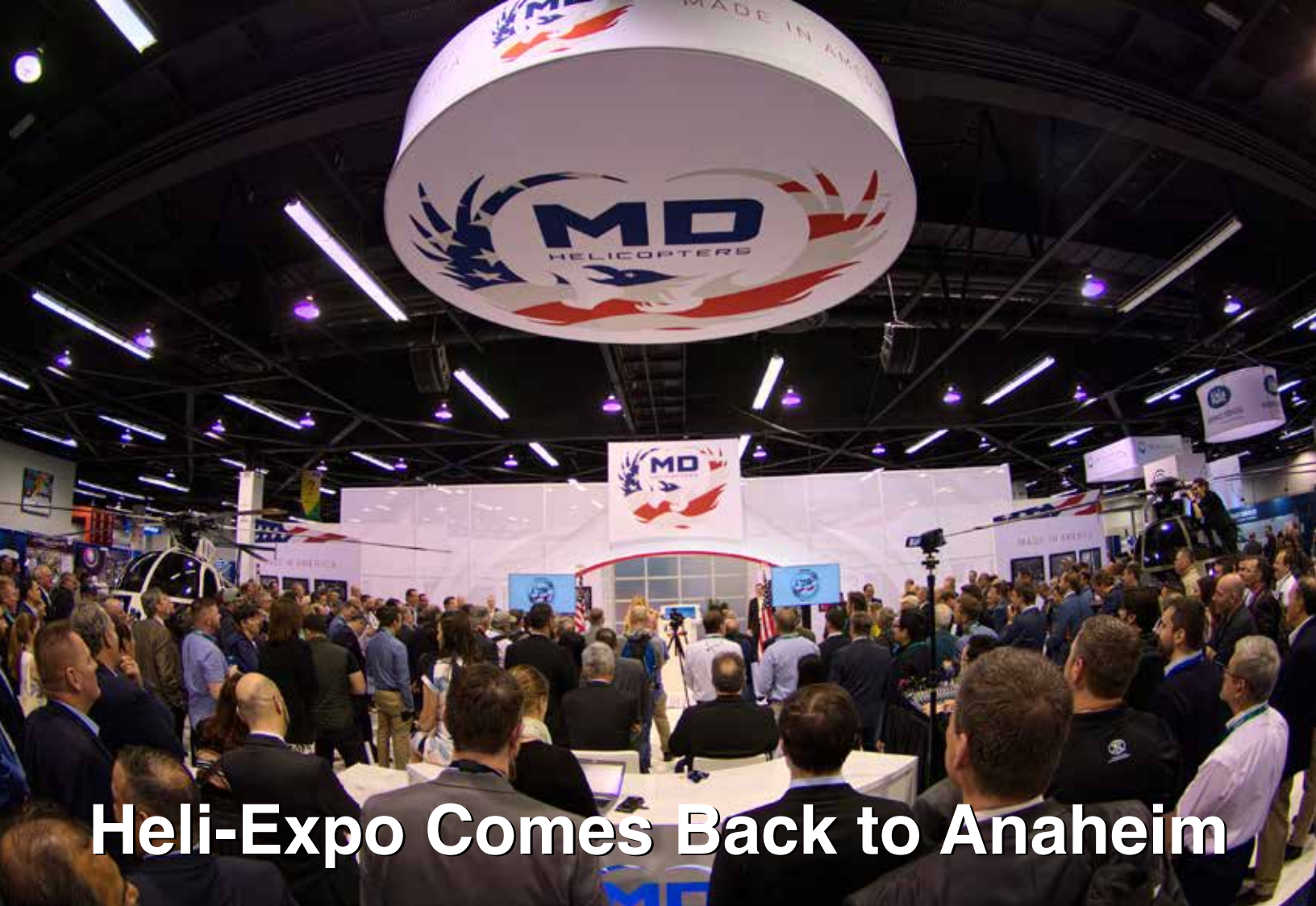
More of Duran's work at be found on Instagram, Facebook and Flickr under PhantomPhan1974 Photography.





Clockwise from above: CAL FIRE UH-1H Super Huey and a Mercy Air EC-135; CAL FIRE Huey and Mercy Air on short approach; CA ANG landing in the LZ; and Los Angeles City FD helicopter for AW-139, Copter 4 downwind to the LZ.





Heli-Expo Comes Back to Anaheim

Photos and story by Damon Duran

Once again the helicopter industry gathered for the Helicopter Association Inc.'s Heli-Expo 2020 in Anaheim California for the latest and greatest in helicopters, avionics, engines, accessories and much much more. The who's who in the industry attended HAI Heli-Expo including manufacturers, pilots and crews, maintainers, buyers and those fans of rotary and vertical flight.

From the perspective of the aviation photographer this is a very interesting show to attend. So many different helicopters from around the country and the world fly in for the show. The best days for photographing helicopters, arrival and departure days. This affords you the best opportunity to catch them in flight. When Heli-Expo is in So Cal, Fullerton Municipal Airport is the staging ground for all helicopters flying in. Form there at their schedule time they depart FUL for the Anaheim Convention Center.

Companies from around the country and the world come together to showcase the latest and greatest they have to offer. From firefighting tanks and buckets to custom helmet outfitters to providers of certified nuts and bolts. From my point of view as an aviation photographer and rotor geek, my interest was in seeing new and unique aircraft I had not seen before due to not being a local helicopter or being fresh from the factory. Some of these include a number of

firehawks which have grown in numbers in recent months here in California. It was great to see in person CalFire's new aircraft after seeing renderings of it over the past year or so. It was in the United Rotorcraft booth who outfits most of the Firehawks out there. LA County Fire Dept brought their new Firehawk as well and was displayed at the Sikorsky booth. Aerometals hosted San Diego Fire Dept's Firehawk as well. It was great to see it fully outfitted by United Rotorcraft. I was able to see it shortly after it flew home to San Diego and with the popularity of the Firehawk there was some time between San Diego getting the S-70i and when they were scheduled to



San Diego Gas & Electric H145 utility helicopter



Army Aviation Heritage Foundation Cobra



Schweizer S300 CBI

have it outfitted.

Of course there were quite a few press conferences on sales, developments and mergers. Leonardo Helicopters acquired Swiss helicopter company Kopter was the big news on day 1, MD Helicopters and CEO Lynn Tilton hosted Fresno County Sheriff and their MD530F, L3 Harris hosted San Bernardino's Sheriff's new H125, Dart Aerospace showcased their UH-60 internal tank developed by Simplex Aerospace, Erickson announces new production of legacy line Air-Crane S-64F+ are but a few.

In addition to all the new helicopters on the floor from all the major manufacturers, the show also provides those looking for preowned birds opportunity to check them out in person. Also multiple helicopters outfitted with various enhancements and upgrades lined the section of the show. San Barbara Sheriff's HH-1N, Pinal County Sheriff's UH-1H, FireHawk UH-60A, Unical UH-60A just to name a few. You would be pressed to see everything in one day and going for 3 days allows you to take in everything. Also allows you to



bump in to new and old friends and in the world of social media to meet those friends in person.

PHPA, an HAI affiliate, provided ground operations management for the HeliExpo Demonstration Ramp at Angels Stadium. Some of the helicopter manufacturers had helicopters available for test flights. Those included Airbus



Tier 1 Robinson R44 Electric helicopter demonstrator

Helicopters with a H125, H130, H135P3, Bell Helicopters 407GX1, 505, Leonardo TH-119 (US Navy Variant), Honeywell equipped AW139. Airboss Dave Andrews, PHPA President Jim Davidson, Past President Morrie Zager, Board Members JB Adkins, Jim Paules, Tony Byrnes and Steve Goldsworthy all worked the ramp during the convention.

Thursday was the last day of the show officially...but it was also the start of departures and for me staying to catch some of these birds departing was high on the list. A handful left before sunset with the bulk of the rest leaving Friday starting in the morning which saw some of the die-hard fans watching as they rolled out the helicopters a few at a time. Some of the larger ones like the Firehawks on the South Hall side required 2 blades to be removed while others with the right angle and rotation of the rotors slipped out with inches to spare. With the exception of a few most flew out by Friday afternoon. I was very thankful to attend the show and look forward to it returning to California in the next few years.

PHPA Honors LA Fire Dept. Historical Society with First Ever WHIRLYBIRD AWARD at 2019 American Heroes Air Show

Story and photos by Jim Paules

While the members of the Professional Helicopter Pilots Association has been supporting the American Heroes Air Show at Hansen Dam for many years by introducing the community to the latest high-tech rotary-wing aviation, for the November 9, 2019, event the PHPA altered course a bit and took a look back at helicopters' colorful history in Southern California.

For the 2019 AHAS the PHPA Board initiated – in partnership with the Los Angeles Fire Department Historical Society [LAFDHS] – the first ever Whirlybird Award to recognize the recent restoration of a Bell helicopter 47G-3B-1 N73985. This vintage aircraft was completed August 2, 1963, by Bell Helicopters and flown on fire-fighting missions by the Los Angeles City Fire Dept.

After a lengthy restoration process under the supervision of Jeff Moir – retired LAFD pilot – the Bell-47 was trailered up to the AHAS event at Hansen Dam and parked out on the LZ among 25+ helicopters – most notably adjacent to the LA City FD's AW-139. With new paint, windscreen and components, the B-47 presented a beautiful look at an iconic aircraft that introduced



From left: Bill Withycombe, Steve Goldsworthy, Jeff Moir, Dave Steinitz, Mike Machat, and Morrie Zager

the dynamic capabilities of rotary-wing aviation to a generation of future pilots.

The Whirlybird Award was initiated and funded by a team including the Santa Monica Museum of Flying, the PHPA and the American Heroes Aviation Network. We recognize the LA City Fire Historical Society team of Dave Steinitz, Jeff Moir and all the Society members for their help in creating this award and presenting the Bell-47 to the community at the HEROES Air Show.

You can learn more about the Whirlybird Award team on their respective websites:

- LA Fire Dept. Historical Society
- Professional Helicopter Pilots Association
- Santa Monica Museum of Flying
- American Heroes Air Show

The PHPA is proud to produce and participate in a number of events in Southern California for our members and the public designed to educate the community about the critical value of rotary-wing aviation in public service, EMS and national security.

WHIRLYBIRD AWARD

Presented to the Los Angeles Fire Department Historical Society

In recognition of the outstanding restoration of Los Angeles City Fire Department's Bell 47G-3B-1, N73985, built 2 August 1963, to original condition. This award also recognizes the dedication and superlative workmanship performed by Los Angeles City firefighter and pilot Jeff Moir in bringing this seven-year project to completion.

The Whirlybird Award, established in 2019, is hereby presented by the American Heroes Airshow, The Professional Helicopter Pilots Association, and the Museum of Flying in Santa Monica, California, representing the pilots and rotary-wing aircraft used in service to the community, as well as America's proud aviation heritage.

Presented at the American Heroes Airshow, this ninth day of November 2019



On Short Final with PHPA into ANGEL Stadium!

Join us as the PHPA is invited to manage the Manufacturers' Demonstration Ramp at ANGELS Stadium in conjunction with HAI 2020 Heli EXPO in Anaheim, California

Story and photos by Jim Paules

Once again with the annual HAI/Heli Expo set to land at the Anaheim Convention Center in Southern California, the Professional Helicopter Pilots Association (PHPA) was invited to establish flight safety protocols, contract with stadium management and manage flight operations during the MDR/Manufacturers' Demo Ramp running three days from January 28 thru January 30...plus our setup day on Monday, January 27.

This would be the third time PHPA has been privileged to operate the Demo Ramp for HAI during their Heli-Expo in Anaheim. With guidance from HAI and our diverse membership around the region we were able to connect with and ultimately welcome many of iconic names in the rotary wing world, including:



MDR Air-Boss Dave Andrews, Morrie Zager and Tony Byrnes, Executive Board members



PHPA volunteers Jim Paules, Dave Andrews, Morrie Zager, and Jim Davidson hit the pavement with paint & rollers to layout the LZ for arriving guests

- AirBus Helicopters
- BELL Helicopters
- Leonardo/AGUSTA
- Honeywell Aerospace

In spite of the dark shadow cast by the crash on Sunday, January 26, 2020, of a Sikorsky S-76B helicopter in Calabasas and death of all 9 passengers including Kobe Bryant and his daughter, our attending manufacturers arrived as scheduled with a total of eight aircraft which would provide short flights around the area to the many guests/customers attending HAI HELI-EXPO just blocks away at the Convention Center.

Monday, Jan. 27 was all hands on deck for PHPA members to setup the LZ at ANGEL stadium.

In addition to physically prepping/painting the LZ our MDR team contracted with a host of local/regional service providers to provide technology and safety gear to make sure our LZ was FAA compliant. Services & equipment were provided by:

- Securitas Security
- Helistream Fuel Services
- Orange County Fire Protection Services
- J & R Production provided team radios

Special thank you for the great work PHPA Board Member Tony Byrnes did in creating the Pilots Safety Briefing & presenting this critical info to the flight crews Monday night... good job, TB!

The success of the MDR was a true team effort including graphic design and LZ site support from Board member JB Adkins, contract guidance and legal counsel from Ms. Ricarda Bennett, our legal guru whose firm, The Bennett Group, designed the temporary helipads at Angel Stadium and the Anaheim Convention Center, and operations guidance and LZ support from Board member Steve "Goldy" Goldsworthy.



First Light on the LZ brought in arrivals with the three Bell Helicopter in first along with their awesome mobile marketing vehicle.

Our teamwork on the Heli-Expo Manufacturers' Demonstration Ramp once again proved to be a uniquely aligned project to both promote & support our PHPA Organizational Mission while providing a unique opportunity to engage with our highly active membership.

PHPA Mission Statement

- Promote safety and understanding among helicopter pilots
- 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.
- 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.

www.PHPA.org



Prior to departure on Thursday we were pleased to get a "thumbs up" for our ramp operations team from the Airbus Helicopters pilot (center).

Thanks to JB Adkins for the photo!



Clockwise from above: Bell 505, Jet Ranger X downwind to the MDR; Airbus H130; Airbus H135 and H125 hovering for departure with customers; Bell 429 and Honeywell Leonardo AW189 on final to the MDR; and finally, Bell 407GX i on a flight demonstration.





Opposite page: San Diego FD Sikorsky S-70i Firehawk; and Era AW-189 on the convention floor.

Clockwise from above: MD Armed 530F showing off its stuff; Army Aviation Heritage Foundation Bell AH-1 Cobra Attack Helicopter; Enstrom 480B; Airbus H130; and EMS AW-169 operated by STAR Flight Travis County, Texas.





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.

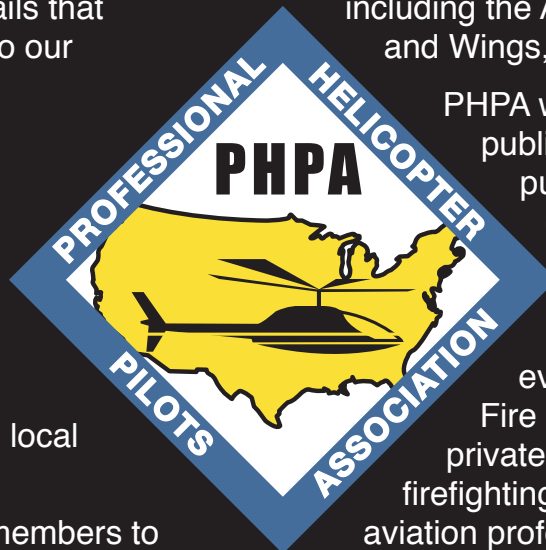
PHPA Safety Seminars allow members to gain valuable knowledge from some of the top leaders in our industry.

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

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PART C — CONTACT INFORMATION

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PART D — FIRST HELICOPTER SOLO FLIGHT

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PART E — PAYMENT INFORMATION

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NOTES

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