

GENERAL MEMBERSHIP

NOTAM



MARCH / APRIL 2013

Focus Shifts Back to Safety in EMS

A Feb 22 *Vertical* article highlighted a fourth “serious” EMS accident in three months, and suggested that industry eyes are turning back to the previously accident-plagued industry following a few years of relatively fewer problems. A string of five accidents dating from Dec 10 was cited, with an unfortunate number of pilot and flight crew fatalities.

So why mention this here if these examples are all EMS? Well, **after** an accident, it’s too late! It seems fair to suggest that pilots in our industry can take a moment to look on these events and conduct a quick diligence check to ensure best practices are being followed regarding safety. Furthermore, the point of how each accident reverberates through an organization seems largely overlooked. Conversations with management following an accident make it clear that such things have many more negative repercussions than the typical pilot can know, and when contemplated in the context of what our operation has evolved into, making decisions for safety should be facilitated now more than ever before.

Just a few short years ago when the HOMPS system was installed across the fleet, pilots were frequently overheard calling it the “tattle-tail” and commenting on “Big Brother in the cockpit,” but by now, with advancements in satellite tracking and continuous flight following, these devices are hardly necessary. In fact, if any pilot in this organization thinks for one hot second that management does not have the capability to get right in their aircraft to review any given moment of a flight, well... I’ve got some swampland in Florida to sell you!

To cut to the chase here, the takeaway is this: stay vigilant & double-check your safety behavior to make the safest possible decision for your flight. Every time. Make it easy on yourself and treat each flight as if you actually had management flying with you everywhere you go.



Upcoming Meetings

Executive Board ~ May 8

E-Board / Company ~ May 9

General Membership ~ May 19

Members are invited to submit questions or agenda items via electronic mail to

EBoardLocal107@gmail.com

When was the last time you visited [Union Plus](#) online?

With the updated [Travel Center](#), members can now book discounted



flights, hotels, rental cars and more directly through the Union Plus site!

The list of discounts and benefits extends from computers to flowers to



mortgages to cell phones, far too lengthy a list to fully detail here, but take a

look around after you [enter to win a trip for four to Disney World!!](#)

Your Money!

We can *never* talk too much about money, right?!? Last year about this time, Ed Quaid offered the excellent suggestion that we include something in the NOTAM about saving into the Company 401(k) program, and although we have done so on a couple of occasions, the timing is now appropriate to reiterate the "meat" of his suggestion: We are about to receive a pay increase, and rather than simply allowing it into your operating account and increasing your spending from each paycheck, why not tweak your 401(k) contribution to absorb the increase and accelerate your savings plan? More money earning money means, well, even MORE money!!

If that is not enough motivation, you can lower your annual tax bill as well! For 2013, participants can contribute **up to \$17,500** in pre-tax salary deferrals, plus up to an **additional \$5,500** in "catch-up contributions" for those age 50 or older! All those pre-tax funds you set aside in your plan are NOT counted by the IRS when the time comes to file your taxes, so that means you pay taxes on a smaller sum of money and ultimately keep more of what you earn!

Please keep in mind that I am **not** a certified financial anything and cannot possibly guarantee performance of a particular plan or fund but rather, I **am** motivated to have you share in the satisfaction of watching a nest egg accumulate like a runaway snowball!

Review articles in the [Feb 13 NOTAM](#) or the [June 12 NOTAM](#), visit [Vanguard](#) (lots of articles & educational material!), or consult a financial advisor for more details.

PHPA Council Meeting Held March 1 in New Orleans

Originally slated to take place along with Heli-Expo in Las Vegas, the PHPA Council meeting was relocated to keep the event lean and cost-effective. The Council includes representatives from OPEIU Helicopter Locals, OPEIU President Mike Goodwin and officers of the International. Local 107 was represented by Ken Bruner, Jim Talbot, and Pete Catalano.

Jim Talbot agreed to accept the responsibility of PHPA Secretary-Treasurer and was subsequently elected to a two-year term. Bill Sykes had recently resigned from this office.

We take this opportunity to publicly thank Bill for his many years of dedicated service to the OPEIU, both on the Local and International levels. His contributions to the Union and tireless efforts on behalf of our members are greatly appreciated and we wish him the best of luck in the future. We also welcome Jim to the Council and thank him for his spirit of cooperation and willingness to serve.

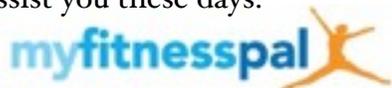
PHPA has over 2,000 members consisting of eight Locals & Affiliates, representing both helicopter and fixed wing pilots from California to Nova Scotia. We are now affiliated with IFALPA and have representatives on several advisory committees within that organization. Additionally, PHPA has developed a close professional relationship with ALPA which includes a non-voting seat on the Safety Committee. This progress is all encouraging but if PHPA is to be truly successful, financial viability will be crucial. This became the focus of the 2013 Council meeting.

PHPA, like Local 107, is run by its members; and, like us, is always looking for volunteers. If you are interested in becoming a working member of PHPA by serving on any of the standing committees, please contact PHPA Vice President, Ken Bruner. PHPA will meet again in September 2013.



GET UP!!!

There seem to be more and more pilots getting motivated to exercise and this led to the idea to highlight just a couple of the many amazing tools available to assist you these days:



Available for Blackberry, Android, Apple and online at www.myfitnesspal.com, this helps you determine what dietary habits will help you to reach your goals. Also syncs with apps like:

Endomondo Sports Tracker
By Endomondo



Also available for multiple platforms, this popular app monitors your running, biking, walking, etc. and computes data from your workout, including calorie burn. Learn more at www.endomondo.com.

Whatever you find works for you, know we're encouraging you to KEEP ON MOVING!!



www.local107.org

North Sea Update (from Vertical Online)

Eurocopter has identified the cause of a bevel shaft crack that led to the ditchings of two EC225 LP Super Puma helicopters in the North Sea in 2012 — and the subsequent grounding of the North Sea Super Puma fleet.

[Read the full article online.](#)



Ops Manual Revision 13-01

Perhaps the most significant change contained in Revision 13-01 of the Operations Manual is the new VFR onshore and offshore minimums. I thought it would be useful to review them, and they are listed here in a format different from that found in the Ops Man. I find it useful to compress the verbiage - it takes up less hard drive space in your thinkbox.

FROM SECTION 3 VFR FLIGHT PLANNING:

Day VFR, for single pilot or VFR-restricted crew (any aircraft):

- ☀ Onshore - 500/2
- ☀ Offshore - 500/3 (2 within field, destination platform in sight)

Day VFR, for two IFR pilots in IFR capable twin engine aircraft:

- ☀ Onshore - 300/1 (1/2 transitioning VFR from MAP to landing area)
- ☀ Offshore - 300/2 (1 transitioning VFR from HEDA MAP to destination w/in 10 NM or within field, destination platform in sight)

Night VFR for single pilot:

- ☀ 1000/3 (offshore not authorized)
- ☀ 700/3 for ops check flights, with adequate lighting for outside visual reference

Night VFR, for two IFR pilots in IFR capable twin engine aircraft:

- ☀ 700/3 (300/1 transitioning VFR from MAP to landing area)

FLY SAFE - ESCHEW COMPLACENCY.

JRT3

KEEP CALM AND SAFETY FIRST

MEMBER PROFILE

Michael Stanco

BACKGROUND:

- Born & raised in Huntington Station, NY (Long Island), Mike is divorced with a teenage daughter. He currently lives in Luling, LA and is engaged. Congrats to Mike & Melissa!
- Clearly adventurous, Mike flew hang gliders, did some scuba diving, rock climbing and rappelling, working some odd jobs between NY & California before enlisting in the Army in 1981.
- The original aviation plan was jets and the airlines, but the Army led to helicopters and, well... you know...



23 Years in the GOM:

- ~ 1990 PHI
- ~ 1997 Natural Gas Co (Pt. 91)
- ~ 2003 Air Logistics

Aircraft Flown:

FIXED WING	HELICOPTERS
Cessna 150	TH55
Cessna 152	OH58A/C
Cessna 172	UH-1H
Cessna 182	AH-1E
Beech King Air 200	UH-60A/L
Beechcraft C-12	B206B/L
	B407
	BO-105
	Astar
	MD900 (NOTAR)
	EC145
	S76A/C

Hey Mike, what about when you're not at work?

"I like to bicycle, read, ride my Harley and tinker with and drive my vintage 1968 SS Camaro convertible."



We asked Mike to share any general thoughts he had about his time with Bristow and the Union.

"There have been many positive changes in the last 23 years since I started flying in the Gulf. Air Log has now become Bristow. We have better training, better equipment to fly, better pay and benefits, and a great safety record. My initial experience was working for a rather rigid organization with lousy pay and a sometimes adversarial work environment. Air Logistics voted in the Union and as the leading organization to do so, they were the cutting edge in propelling this industry into the great work environment it is today."

"I'm impressed with the quality of experience our senior pilots possess and their willingness to share that experience and knowledge."

Thanks for sharing some of your story with us Mike!