



Special points of interest:

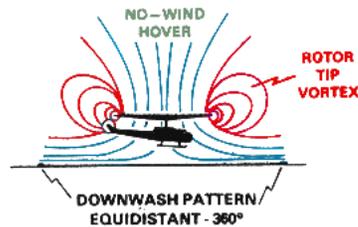
- Wednesday March 25—Dinner Meeting
- Tuesday April 7— Chapter Board Meeting

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## President's Message- - "Agusta Wind"

So when you grow up around something, you accept its strengths and liabilities without much ado. Having recently gotten back into the Helicopter Training venue, I have noticed that far too many folks ignore Newton's Law, the one about action and reaction. Now that my workplace is full of mixed traffic involving fixed and rotary wing flying machines, it has come to my attention that airplane pilots are totally unaware of the fact that helicopter pilots often do not shoot approaches and land on runways and helicopter pilots are equally unaware that they can air taxi over airplanes and blow them away (literally) We have beefed up our campaign to educate all students about typical procedures for either type of aircraft. I can't say that we didn't see it coming. Believe it or not tip vortex off of helicopters in flight is quite similar to fixed wing airplanes of similar size, however when near the ground that similarity doesn't exist.



DOWNWASH/ROTOR TIP VORTEX AT A HOVER.

Some helicopters put out airflows exceeding 100kts from their main rotor. Everyone should realize this and take precautions. I guess that "out of sight/out of mind" takes over here and the mix can range from exciting

to fatal. I once organized a Transportation Day for a local Jr. High School which included a visit from a Military Chinook Helicopter. At the appointed time the local fire department arrived (in accordance with local ordinance requirements) and the firemen formed a circle around the landing zone. I felt it wise to tell the fire chief that standing 10 feet from the touchdown sight of one of the largest helicopters in the sky might not be the smartest idea, especially wearing the huge turnout jackets worn by all the firemen. I have heard that the rotor wash under one of these helicopters exceeds 140 kts. I was told that they did this all the time for life flight and there had never been a problem. I stood a few yards back and locked my arm around a light pole and watched the fun. The human circle disappeared within seconds and the firemen ended up at the feet of the gathering crowd of onlookers. The moral? we all know about lift, we all understand wings (fixed or rotary) and we know of action and reaction. We have heard of prop wash and should understand that the prop wash under a 44ft diameter prop (ROTOR) is going to be more than Agusta Wind. **Be Careful (and observant) out there**, cause more and more pilots are learning the utility and JOY of flying under the prop, instead of behind it. fjs



## March Presenter—JAMES R. ELLIOTT, MD, MPH

FAA Biography

JAMES R. ELLIOTT, MD, MPH



**Dr. James Elliott** is the Deputy Regional Flight Surgeon for the Central Region. He is responsible for the aeromedical certification of 35,000 pilots, 750 air traffic controllers, and 182 Aviation Medical Examiners over a four state area.

Prior to joining the FAA, **Dr. Elliott** served 24 years in the US Air Force. His assignments included Chief of Aerospace Medicine at the US Air Force Flight Test Center, Edwards AFB and Aeromedical Consultant for Aircrew Life Support, Survival Equipment; and Nuclear, Biological, and Chemical Defense at the Air Force Human Systems Program Office.

**Dr. Elliott** received his Doctor of Medicine from the Mayo Clinic and a Master's of Public Health from Johns Hopkins University. He completed residency training at the US Air Force School of Aerospace Medicine and is board certified in Aerospace Medicine and in General Preventive Medicine and Public Health. He is a Fellow of the Aerospace Medical Association where he is the Vice Chair of the Aerospace Safety Committee. He has more than 20 scientific publications and presentations and is a reviewer for two scientific journals.

**Dr. Elliott** is on the faculty of the Wright State University Aerospace Medicine Residency, the US Air Force School of Aerospace Medicine, and the University of Central Missouri Aviation

**Dr. Elliott** is a licensed pilot, skydiver, and sailor and owns his own airplane. He and his wife, Abby, live in Lee's Summit, Missouri.



**MEETING MENU:**

Taco Bar

Fresh Fruit

Mexican Wedding Cakes

Fresh Fruit

Beverage

**Reservations:**

Email Terrie Jo,

[Terrie@Foxware.com](mailto:Terrie@Foxware.com)

or Call 816-525-3592 (home)

or 816-985-5406

(Gary's Cell)

by Monday **March 23, 2014**

**Future Meeting Dates**



March 25 —*Membership Dinner Meeting*— **HyVee— No-land Road**

April 7— Board Meeting at Downtown Airport

We are looking for suggestions of speakers for upcoming meetings. You suggest, we invite and all will enjoy

**Calendar of Events (## indicates KC local)**

**## Mar 25** Membership Dinner Meeting **HyVee—Noland Road**

**## Apr 7 (1<sup>st</sup> Tuesday )** Board Meeting—Downtown Airport—Signature

**CHECK CALENDAR AT [www.MOpilotsKC.org/calendar](http://www.MOpilotsKC.org/calendar) FOR LATEST EVENTS AND UPDATES.**

**OUR OWN WEBSITE!** The Kansas City Chapter of the Missouri Pilots Association (MPA) has its own website. Please visit early and visit often at [www.MOpilotsKC.org](http://www.MOpilotsKC.org) (capital letters not required). Updating coming soon. **Tom Eagle**

## Kansas City Chapter of Missouri Pilots Association

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Blue Skies

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